The Literary Digest

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Laura T. Seelys
1211 Summit Av
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PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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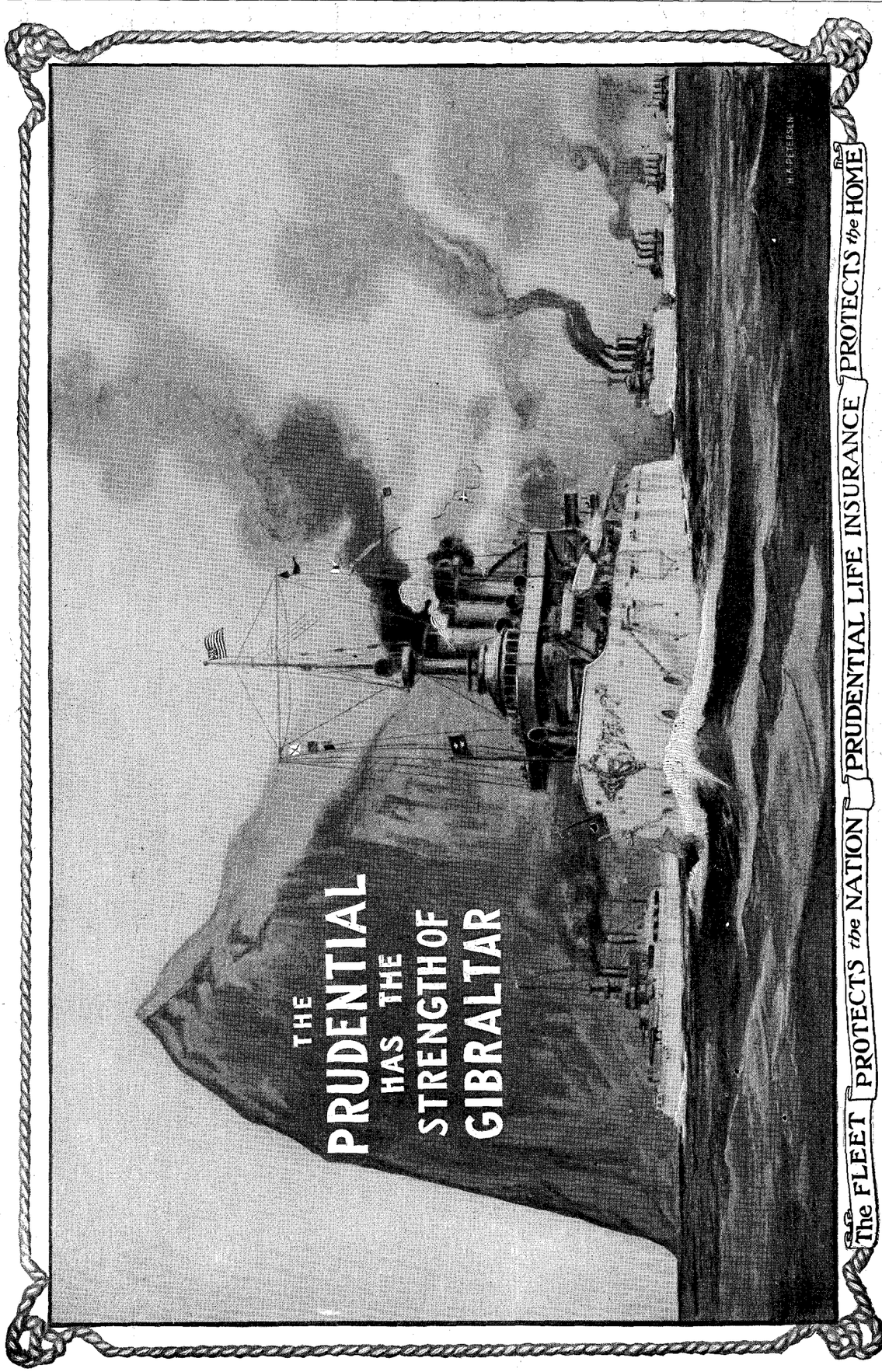
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Poultry Secrets Disclosed

Is this cock properly held? "Poultry Secrets" tells you how to carry fowls, and scores of secrets far more important and hitherto unrevealed.

WE OFFER to all poultry raisers the essential knowledge and secret methods of many of the most successful poultrymen of America. As a rule these secrets have been guarded with extreme care, for it is on them that the great successes have been built. They have cost years of labor and thousands of dollars. They will cost YOU only a trifle and a few minutes to write us.

How We Obtained These Secrets

Michael K. Boyer, our poultry editor, has had exceptional opportunities and the closest friendship with poultrymen all over the country. They have freely told him many of their most jealously treasured secrets, many others we have bought, and this scattered material, together with several of Mr. Boyer's own valued methods, has now been collected in book form. It must be clearly understood that **every secret printed has been obtained in an honorable way.**

Dr. Woods' Egg Food Secret

Dr. P. T. Woods authorizes the publication of his system for producing large quantities of sterile eggs for market. Every poultryman who raises eggs for market must know Dr. Woods' method to be up with the times, and every householder who supplies only his or her own table will appreciate an increased quantity of the highest quality eggs for table use.

Secret of Fertile Eggs

Boyer's secret of securing fertile eggs by alternating males we believe is worth $100 to any big producer of eggs for hatching, either for his own incubators or selling to others for fancy stock. It is something new, and the diagrammatic illustration furnished by Mr. Boyer makes the matter so plain that the novice can easily understand it. This system is already practised or about to be introduced in many of the largest plants in the country.

Selecting the Laying Hens

Since the production of eggs is the very basis of the poultry industry, the ability to tell the laying hens in the flock quickly, without the aid of trap nests, will put dollars in your pocket. Do not keep on feeding the robber hens.

Here are a few more of the Secrets:

1 Secret of the Philo System.
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11 Secret of 200 eggs per hen per year.
12 Woods' secret of saving weak incubator chicks.
13 Secret of telling age of poultry.
14 Secret of preserving eggs—the only safe way.
15 Secret of celery fed broilers.
16 Secret of fattening turkeys.
17 Incubator secrets.
18 Broody hen secrets.
19 An exposure of the methods employed by some fanciers to kill the fertility of hatching eggs.

There are Scores of Others

I. K. Felch's Mating Secret

Many years ago Mr. Felch, one of the best known figures in the poultry world, published his breeding chart, but later realizing its great importance and value to him, he withdrew it and kept the information for himself. He has now given Mr. Boyer permission to use this system and it is included in this book.

The Secret of Feed at 15 Cents a Bushel

An enterprising poultryman has been advertising this secret for $5.00 and pledging those who buy it not to disclose it to any one else; it has, however, long been known to a few poultrymen, Mr. Boyer among them, and the method is fully explained in "Poultry Secrets."

So-Called "Systems" Explained

A number of "systems" and secret recipes have been and still are sold at high prices. Some are good, but not new; some are new, but of little value. Some are worth the money paid for them. Poultry Secrets gives the facts.

Of course we cannot go to the length of saying that all the information in the book is new to every one. It is said there is nothing new under the sun, and the Egyptians were hatching eggs by artificial heat centuries ago; but we do say that to the great majority of poultrymen these secrets are absolutely unknown.

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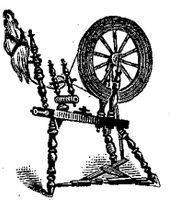

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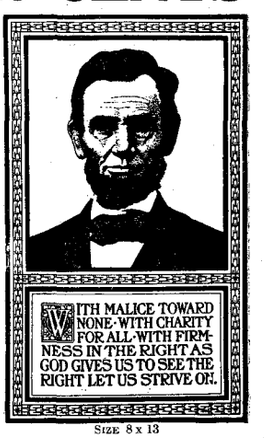

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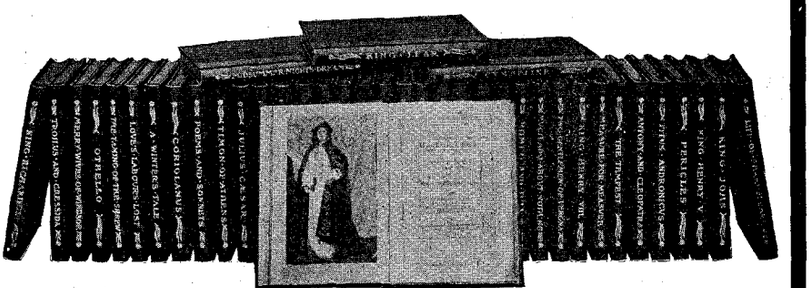

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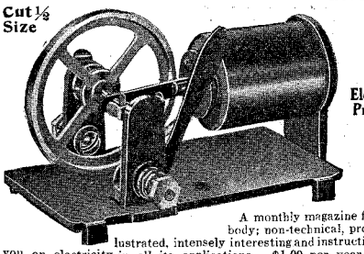

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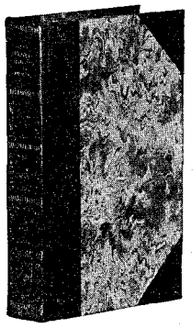

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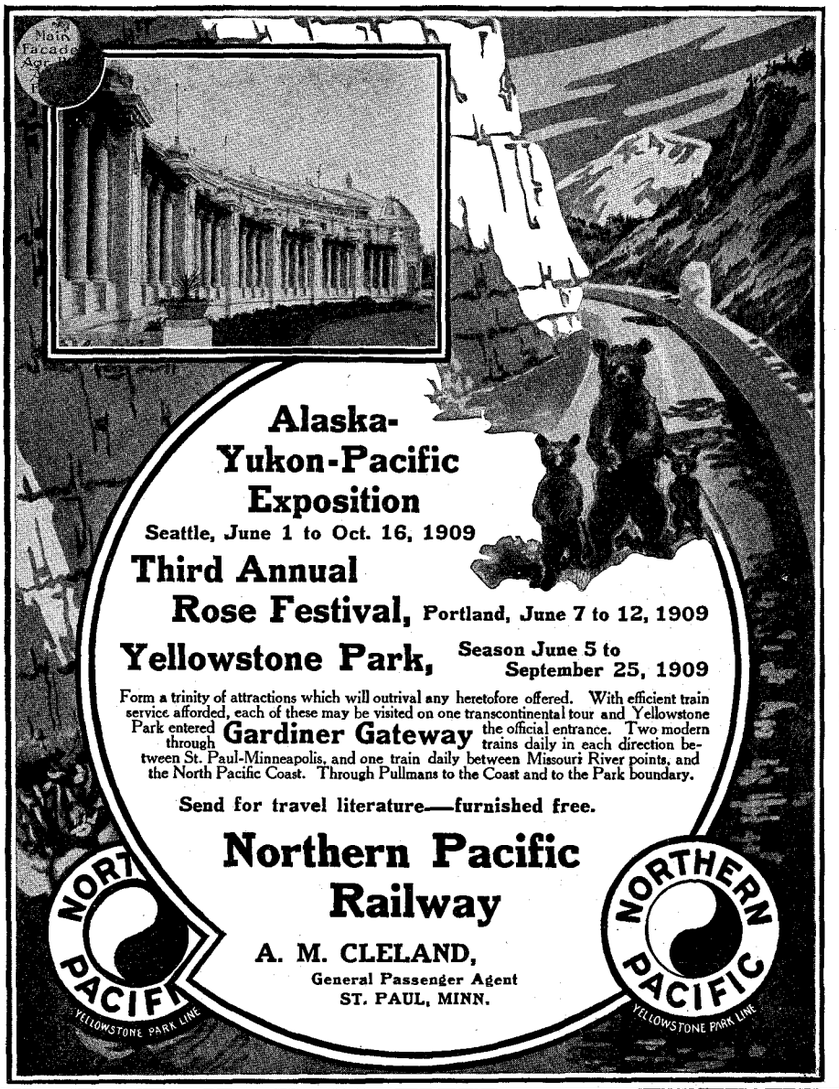

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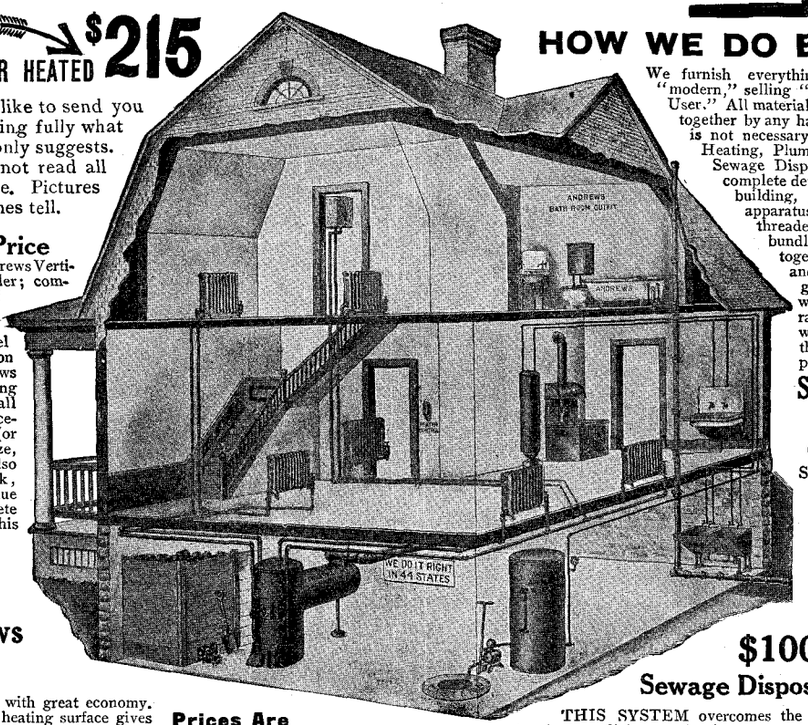

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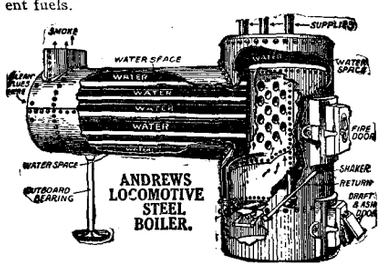

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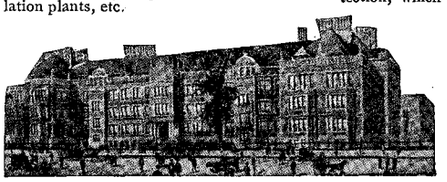

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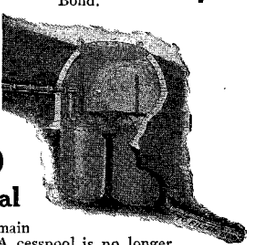

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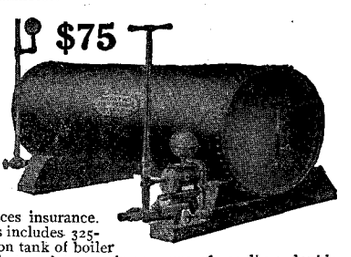

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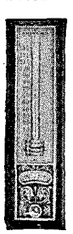

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THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Published by Funk & Wagnalls Company (Isaac K. Funk, Pres., Adam W. Wagnalls, Vice-Pres. and Treas., Robert Scott, Sec'y), 44-60 E. 23d St., New York

VOL. XXXVIII., NO. 7 NEW YORK, FEBRUARY 13, 1909 WHOLE NUMBER, 982

TOPICS OF THE DAY

STANDARD OIL'S SUBMISSION TO MISSOURI

ENTHUSIASTIC, dubious, incredulous, and sarcastic comment greets the proposition of the Standard Oil Company to go into partnership with Missouri, rather than be driven from the State. Some hopeful editors see in this event the beginning of State control of the trusts, some regard it much as they would a proposition by Captain Kidd to take into partnership in his business the judge who had just condemned him, while others warn Missouri that the new partner will be a dangerous character to hitch up with. In Kansas, too, the International Harvester Company has accepted a court decision involving a supervision of its prices and business methods by a State commission. In Missouri, the Standard Oil Company of Indiana, confronted with a decision of the Missouri Supreme Court ousting it from the State, proposes to make the State its supervising partner. The corporation does not even ask the remission of fines aggregating $150,000 imposed upon its three subsidiary companies, but after setting forth many reasons why the business of its large Kansas City refinery on Sugar Creek should not be paralyzed, makes its offer to the State in the following terms:

"This respondent is willing to place itself and its business under the vigilant eye of the State and subject to the supervision and control of the court, if it will aid in the solution of a difficult situation. If such arrangement be acceptable, the owners of the majority stock of the Waters-Pierce Oil Company will place that stock in the same situation.

"It is, therefore, proposed that in lieu of the judgment of ouster against the Indiana company, that:

"A new Missouri corporation be formed which shall take over all the Missouri property of the Indiana company, and succeed to all its business in this State. All the stock of the new company, less enough to qualify directors, shall be issued to, and for four years stand in the names of two persons as trustees; one selected by the State and the other by the Indiana company, both selections to be approved by this court.

"Those trustees shall act as officers of this court and, subject to its control and direction, shall so vote the stock, and keep vigilant supervision over the affairs of the company as to see that it conducts them in a way that fair, just, lawful, and proper treatment is accorded to the public as well as to the property, company, and its real owners. If ever, as to any action to this taken or pursued, the said trustees can not agree, the controversy shall be submitted to the judges of this court, or some one named by them as an arbitrator, the decision of the judges or their arbitrator to be final.

"This respondent would prefer not to form a new company. It would prefer to remain in the State and have appointed such trustees, giving them by irrevocable power of attorney full power of supervision over the conduct of its business in Missouri, as that outlined with respect to a new company.

"The stock of the Water-Pierce Company, owned by the Standard Oil Company of New Jersey, shall be sold and transferred to and become the property of the Missouri company thus formed; or, in lieu thereof, it shall be transferred to and held by said trustees for the same period."

It was stated on behalf of the company that the plan was adopted in a conference in its New-York offices. Frank Hagerman, of counsel for the corporation, remarks:

"Our partnership offer may seem a bit startling. We think of no fairer way to convince the State and the people that they are to get a square deal. We have told the State to step in and watch us carefully. If prices don't suit, the State can change them.

"Next to that at Whiting, Ind., the Sugar Creek Refinery at Kansas City is the largest in the United States. Since it was opened the fuel-oil industry has grown to such proportions that the sudden shutting off of the supply would mean almost incalculable loss and confusion for a very large number of enterprises. Sugar Creek supplies not only Missouri but also Iowa, Minnesota, Kansas, Nebraska, and the Dakotas. Under the laws of some States, notably those in Nebraska and North Dakota, there is required a lighter gravity of oil than can be furnished by the refineries in Kansas. Hence the Kansas City refinery at Sugar Creek supplies them. The business is enormous."

A large oil-producer in the Oklahoma field stated that the closing of the refinery would cut off a market for 15,000 barrels of fuel oil daily for which Oklahoma producers receive on an average $40,000 a day from the Standard Oil Company, and would compel Kansas City to revert to the use of coal for fuel.

The New York *American* is disposed to welcome this scheme as a forerunner of a new trial system of State control, saying:

"The gist of the whole proposition comes to nothing short of a complete concession on the part of the Standard Oil Company of a far-reaching legal and commercial principle, which, in its outworking, promises a thoroughgoing solution of the corporation problem. That principle is that, after all is said and done, private business corporations are not wholly private, but are rather to be regarded as the offspring and special agencies of an all-inclusive public corporation—the Government.

"Modern political society is commercial and industrial in its grand plan. *The Commonwealth is a great public trust; and it is the only trust that a democracy can permanently tolerate.*

"The legal task of our time is to work out, in behalf of the Commonwealth, a practical community of interest among all those private business corporations that threaten to become monopolistic in character.

"This extraordinary news from Missouri may have no immediate consequence. It may for the moment be found legally impracticable to work out the plan proposed.

"Nevertheless, the event is of capital importance as indicating the line of march of legal evolution."

The New York *Evening Post* expresses fears for the fate

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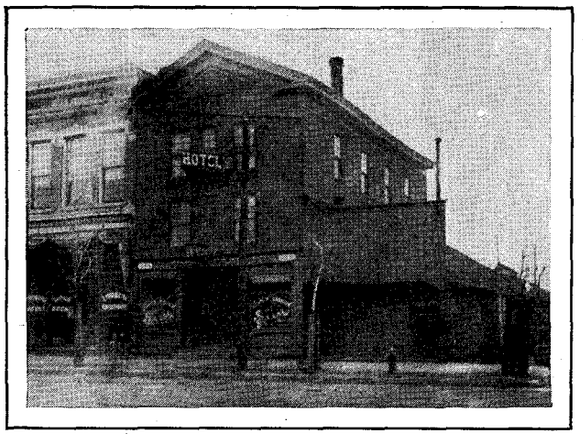


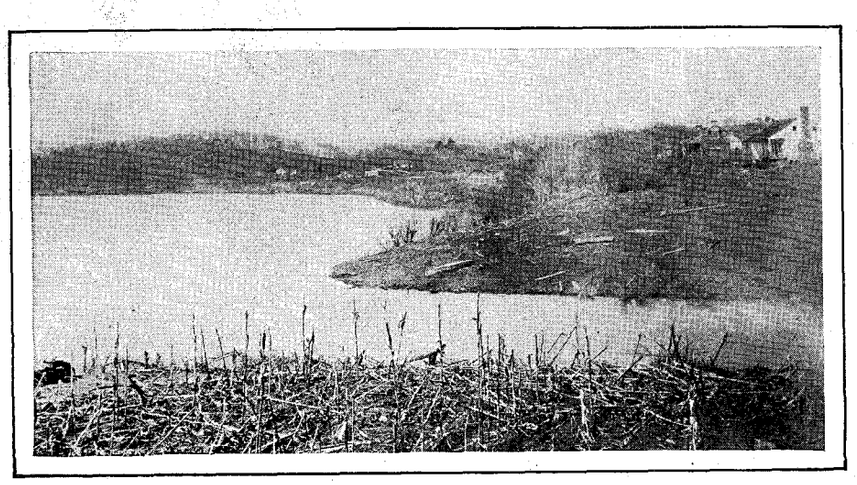
LINCOLN'S LAW OFFICE IN DANVILLE.
The firm of Lincoln and Lamon occupied the front room in the second story.

of Missouri should she engage in business with so wicked a partner:

"Mr. Rockefeller casts unlimited quantities of oil upon the troubled Waters-Pierce Company affairs. Rather than give up its business in Missouri, under a writ of ouster, that company offers to make the State its supervising partner, with full power to decide on every phase of its activity. Missouri's State officials are said to be so puzzled that they have nothing to say. Probably, with traditional caution, they are waiting to be shown. But, in the mean time, we can only puzzle over the Standard's possible motives. Are its profits in the Missouri market so vast that it is bound to keep them, or part of them, on any terms? Or is the Standard willing to let Missouri try its hand at running the oil business and make a mess of it, thus creating an awful warning for other States? Or can it be that partial State management in Missouri may be made to supply Standard Oil with a basis for claiming immunity in other States? In any case, it is nothing less than epoch-making to have the oil interests come out in favor of the State of Missouri's owning and operating the Standard's properties, unless, indeed, they foresee the time when, under the new arrangement, Standard Oil will be owning and operating the State of Missouri."

Further comment on the situation is embodied in a document filed in the Supreme Court by Attorney-General Major, maintaining that:

"First—There must be an increase in the fines levied against the company and its subsidiaries, if the court is disposed to modify the decree of ouster. Second—There must be some provision for effective supervision of the oil business by the State, whether along the lines suggested by the companies or otherwise."



WHERE LINCOLN WAS FERRYMAN.
Mouth of Anderson Creek, Ky., where he ran a ferry in his boyhood days.

WEIGHING LINCOLN, NORTH AND SOUTH

A FEBRUARY magazine with no mention of Abraham Lincoln is as scarce as a December number with no allusion to Christmas. "Never before in the history of the world," as *The Review of Reviews* truly predicts, "has the one-hundredth anniversary of the birthday of any man been celebrated with such depth of feeling and such wide-spread concurrence of opinion and sentiment as will mark the tributes paid to the memory and achievements of Lincoln at this time." Every phase of the great war President's character and personality has been discust from every conceivable point of view; his deep-hearted humanity, his strength, mastery of men, prophetic breadth of political wisdom, his splendid Americanism, and even the excellences of his literary style are the themes of the many writers who have added to the great store of literature relating to this man whom the nation delights to honor.

President Roosevelt, who has compared Lincoln with *Great-Heart* in "The Pilgrim's Progress," contributes to *The Review of Reviews* a brief message whose main theme is Lincoln's wonderful kindliness as illustrated in his often-quoted letter to a mother whose five sons had fallen in battle. Of this letter the President says in conclusion:

"The mother to whom he wrote stood in one sense on a loftier plane of patriotism than the mighty President himself. Her memory, and the memory of her sons whom she bore to die for the Union, should be kept green in our minds; for she and they, in life and death, typified all that is best and highest in our national existence. The deed itself, and the words of the great man which commemorate that deed, should form one of those heritages for all Americans which it is of inestimable consequence that America should possess."

HIS HEADQUARTERS IN THE PRESIDENTIAL CAMPAIGN.
Lincoln's office in 1860 in the old State House at Springfield, Ill.

As an expression of the ideals of a President-to-be, a particular interest attaches to these words of William H. Taft in *The Cosmopolitan Magazine*:

"Certain it is that we have never had in public life a man whose sense of duty was stronger, whose bearing toward those with whom he came in contact, whether his friends or political opponents, was characterized by a greater sense of fairness. And we have never had in public life a man who took upon himself uncomplainingly the woes of the nation and suffered in his soul from the weight of them as he did, nor in all our history a man who had such a mixture of far-sightedness, of understanding of the people, of common sense,

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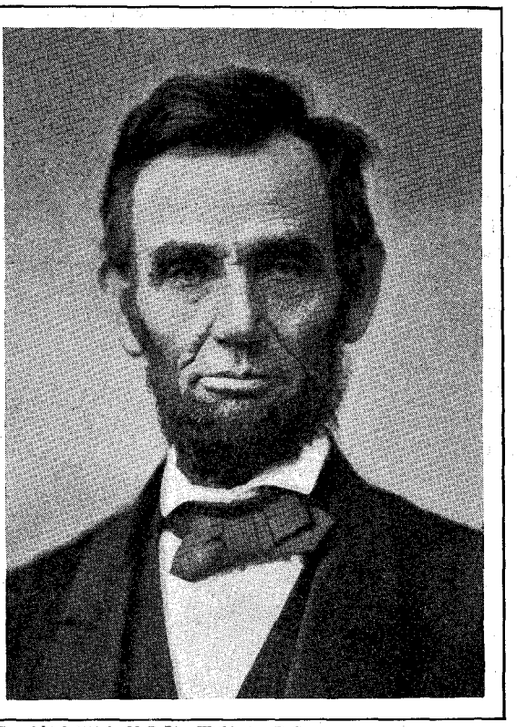
of high sense of duty, of power of inexorable logic, and of confidence in the goodness of God in working out a righteous result as had this great product of the soil of our country. . . . . .

"One can not read of Abraham Lincoln without loving him."

From a national standpoint perhaps the most significant tribute to Lincoln is that of Henry Watterson, "a Southern man and a Confederate soldier." Colonel Watterson, in *The Cosmopolitan*, describes Lincoln as he saw him in Washington just before the war—"a wholly resolute man." But of the President's attitude both then and during the struggle he recalls that:

"Throughout the contention that preceded the war, amid the passions inevitable to the war itself, not one bitter, proscriptive word escaped his lips or fell from his pen, while there was hardly a day that he was not projecting his great personality between some Southern man or woman and danger."



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MANY CONSIDER THIS THE BEST PORTRAIT OF LINCOLN.

Of Lincoln's attitude toward slavery, his readiness to effect reconciliation and reunion on a basis of compensating slave-owners for the effects of emancipation, and of the incalculable loss that both North and South suffered through his untimely death, Colonel Watterson writes with much feeling, saying:

"He stood in awe of the Constitution and his oath of office. Hating slavery, he recognized its legal existence and its rights under the compact of the organic law. He wanted gradually to extinguish it, not to despoil those who held it as a property interest. He was so faithful to these principles that he approached emancipation not only with anxious deliberation, but with many misgivings. He issued his final proclamation as a military necessity; and even then, so fair was his nature, he was meditating some kind of restitution. . . . . .

"After that famous Hampton-Roads conference, when the Confederate commissioners, Vice-President Stephens, Campbell, and Hunter, had traversed the field of official routine with Mr. Lincoln and Mr. Seward, Lincoln took the 'slim, pale-faced consumptive man' aside and, pointing to a sheet of paper he held in his hand, said, 'Stephens, let me write "Union" at the top of that page, and you may write below it whatever else you please.' . . . Mr. Lincoln took with him to Fortress Monroe two documents that still exist in his own handwriting; one of them a joint resolution to be passed by the two houses of Congress appropriating the $400,000,000, the other a proclamation to be issued by himself when the joint resolution had been enacted. These formed no part of the discussion at Hampton Roads, because Mr. Stephens told Mr. Lincoln they were limited to treating upon the basis of the recognition of the Confederacy. 'In that case, Stephens,' said Lincoln sadly, 'I am guiltless of every drop of blood that may be shed from this onward.' . . . . . .

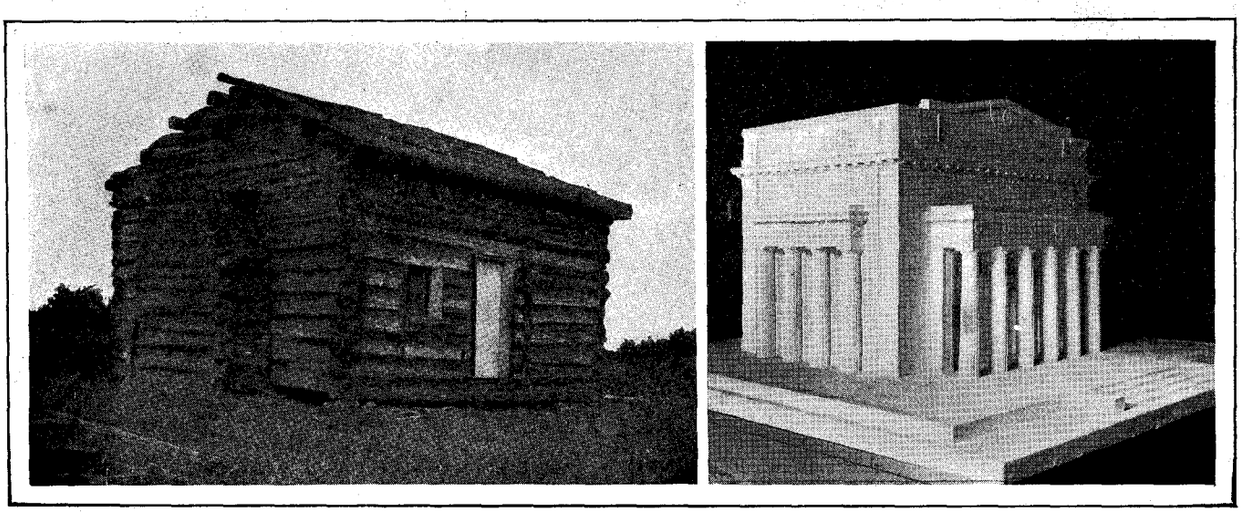
"Had Lincoln lived? In that event it is quite certain that there would have been no era of reconstruction, with its repressive agencies and oppressive legislation. If Lincoln had lived there would have been wanting to the extremism of the time the bloody cue of his taking off to mount the steeds and spur the flanks of vengeance. For Lincoln entertained, with respect to the rehabilitation of the Union, the single wish that the Southern States—to use his familiar phraseology—'should come back home and behave themselves,' and if he had lived he would have made this wish effectual as he made everything effectual to which he seriously addrest himself."

Among the best of recent pen portraits of Lincoln is that by T. B. Bancroft, who, in *McClure's*, describes the President as the writer saw him in Washington during the war. Mr. Bancroft gives an instance of Lincoln s quick judgment of men:

"As I came up to the railing in front of him, he was reading a paper that had just been presented to him by a man who sat in the chair opposite him and who seemed, by his restlessness and his unsteady eyes, to be of a nervous disposition, or under great excitement.

"Mr. Lincoln, still holding the paper up and without movement of any kind, paused and, raising his eyes, looked for a long time at this man's face and seemed to be looking down into his very soul. Then, resuming his reading for a few moments, he again paused and cast the same piercing look upon his visitor.

"Suddenly, without warning, he dropt the paper and stretching



LINCOLN'S BIRTHPLACE. LINCOLN MEMORIAL.

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out his long arm he pointed his finger directly in the face of his vis-à-vis and said, 'What's the matter with you?'

"The man stammered and finally replied, 'Nothing.'

"'Yes, there is,' said Lincoln. 'You can't look me in the face! You have not looked me in the face since you sat there! Even now you are looking out that window and can not look me in the eye!'

"Then, flinging the paper in the man's lap, he cried, 'Take it back! There is something wrong about this! I will have nothing to do with it!'—and the discomfited individual retired. I have often regretted that I was unable to discover the nature of this case."

Appleton's Magazine editorially compares Lincoln and Darwin, born on the same day and each, in his different way, an emancipator; in *The Century* Richard Watson Gilder treats exhaustively of Lincoln as a leader; and *Army and Navy Life*, after directing attention to the fact that while Lincoln drew his first breath in a log cabin he drew his last upon the bed of a private soldier, recalls his sad utterance between the two long graves on the battle-field of Antietam: "Brave men, all—and both sides American."

DEBTS TO TRUSTS NOT COLLECTIBLE

"THE unjust trust must bust," to quote a favorite poem of the New York *Sun*, is the burden of comment upon the sweeping decision of the United States Supreme Court on February 1, against the Continental Wall Paper Company in its suit to recover $56,762, the balance of a merchandise account from the Louis Voight & Sons' Company of Cincinnati, Ohio. In this decision the Court lays down the principle that a trust can not collect for merchandise sold under an illegal agreement in restraint of trade.

It was admitted that the Continental Company, incorporated under the laws of New York in 1898 with a capital stock of $200,000, for the purpose of controlling the output and price of wall-paper, dominated thirty factories in New York, Pennsylvania, New Jersey, and Massachusetts, producing 99 per cent. of the domestic supply. Seven directors, we read, absolutely governed the combination, fixing prices at which goods were to be sold both to jobbers and dealers through a hard-and-fast agreement, upon the violation of which no more goods were sold to the offender. When the Continental Company sued the Voight Company for $56,762, the balance of a bill for $144,000 for goods sold, the defendant demurred on the ground that the price charged was at least 50 per cent. above the real value of the merchandise which had already been paid, and also alleged that the excessive prices were imposed as part of an illegal agreement in restraint of trade, to enforce payment of which would make the Court party to an illegal transaction. This point of view, sustained by the lower courts, is thus re-affirmed in the opinion of Justice Harlan:

"If judgment were given to the plaintiff the result would be to give the aid of the court in making effective the illegal agreements that constituted the forbidden combination.

"We hold that such a judgment can not be granted without departing from the statutory rule, long established in the jurisprudence of both this country and England, that a court will not lend its aid in any way to enforce or to realize the fruits of an agreement which appears to be tainted with illegality altho the result of applying that rule may sometimes be to shield a defendant who has got something for which as between man and man he ought perhaps to pay but for which he is unwilling to pay.

"In such cases the aid of the court is denied, not for the benefit of the defendant, but because public policy demands that it should be denied, without regard to the interests of individual parties.

"It is of no consequence that the present defendant company had knowledge of the alleged illegal combination and its plans or was a party thereto. Its interest must be put out of view altogether when it is sought to have the assistance of the court in accomplishing ends forbidden by law."

A minority of four out of the nine judges dissented from the decision, concurring in the opinion of Justice Holmes that:

"Whenever a party knows that he is buying from an illegal trust, and still more when he buys at a price that he thinks unreasonable but is compelled to pay in order to get the goods he needs, he knows that he is doing an act in furtherance of the unlawful purpose of the trust, which always is to get the most it can for its wares. . . . The policy of not furthering the purposes of the trust is less important than the policy of preventing people from getting other people's property for nothing when they purport to be buying it."

But editorial opinion for the most part heartily affirms the decision of the Supreme Court; and the Pittsburg *Press* thus expresses the prevailing judgment:

"The decision is one which is in strict accord not only with fundamental law but with sound morals. It is the sternest warning the trusts have yet received. That it will be indorsed by the

HE CAN'T SEE IT.
—Bradley in the Chicago *News*.

THE AMERICAN PYTHON.
—Carter in the New York *American*.

THE CURSE OF GOLD.

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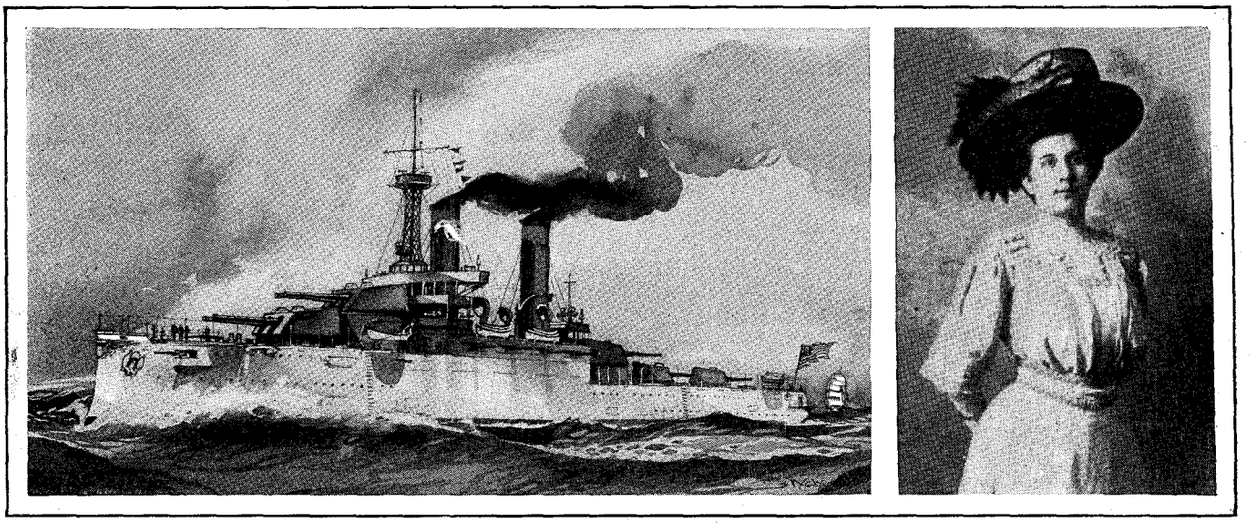

ANOTHER AMERICAN "DREADNOUGHT."

The battle-ship *Delaware*, launched February 6, as it will appear when completed, and its sponsor, Miss Anna Cahall, of Bridgeville, Del. The ship will carry ten 12-inch guns and displace 20,000 tons.

conscience of the country need hardly be said. Public opinion will approve the decision overwhelmingly."

As to the dissenting opinion of the minority of the court, the Springfield *Republican* says:

"If the Voight concern went into the high-price game voluntarily and gladly, and then made use of an illegal situation to fleece its co-conspirators, we should all sympathize with this view. . . . . .

"In the present case, however, it might easily have been that the defendant dealers were whipt into the combination on penalty of being denied all access to lines of goods essential to a well-equipped merchant house; and no doubt such is the fact. The methods of monopolistic combination here exposed have been quite common, and are universally regarded as abhorrent to the law and all sense of justice and reasonable public policy. And this decision is likely to prove powerful for the suppression of such methods."

Many editors dwell upon the fact that the decision shows the often derided Sherman Anti trust Law to be a very live enactment; but the demonstrated efficiency of the law is regarded with mingled feelings. The Hartford *Times* believes the present case shows this law's "vicious character," and the Buffalo *Commercial* intimates that "if this law is strictly enforced it will paralyze interstate commerce."

On the other hand the New York *Times* fails to discover in the decision anything that should frighten an intelligent octopus, remarking:

"It is said that eels do not mind the second skinning, and the Wall Paper Trust, being bad and dead, is not likely to mind the decision just handed down.

"The question is how the decision affects other trusts. It would be a sad blow if it disenabled them to collect any bills, but as a matter of fact it embarrasses them only regarding the debts which it is necessary to collect through the courts. To make this decision of no practical effect it is only necessary to make all sales payable upon delivery, or even before delivery. That is a good way to do business, and especially good in the case of producers whose prices are so extortionate that they are collectible only by a special obligation apart from the interest of the unwilling buyer. The case is far from proving that trusts are vulnerable to the law, since the case emphasizes the fact that the defendant was not slain by the law, but by its own uncommercial practises.

"There will be no mourners at the grave of this trust, and all other bad trusts will do well to take notice of the facts. Good trusts, which sell to willing buyers at reasonable profits, are not concerned at all, unless perhaps the decision may be taken to indicate a fixt intention upon the part of the court to construe the law against trusts to mean exactly what it says, hurt as it may and whom it may. The effect of the decision to encourage or to depress depends upon this rather than upon the point settled."

BROADER ASPECTS OF JAPANESE EXCLUSION

IRRESPECTIVE of the fate of recent anti-Japanese measures in California, and aside from the more excited utterances of both legislators and editors, the controversy has brought out a number of calmer statements, like the following from the San Francisco *Chronicle*, which must be considered as expressing the judgment of many in the Pacific-coast region:

"Exclusion of Asiatics should be by law and not by treaty, but it should be based on the broad ground of statesmanship as legal recognition of the unquestionable fact that Oriental and Western civilizations can not exist side by side and that if such juxtaposition is attempted the Oriental civilization must supplant our own by reason of economic conditions which no legislation can affect. That fact fully justifies an Oriental-exclusion law, which we shall finally get by convincing the American people. In the mean time they are not fully convinced, and such legislation as has been proposed in Sacramento, by arousing passion and strong interests against us, will do us immeasurable harm, with no possibility of affording us any relief."

Still more important is a carefully written letter of Senator George S. Nixon, of Nevada, who was largely instrumental in repressing the anti-Japanese activities of the legislature of his State. Senator Nixon, writing to Governor Dickerson, of Nevada, says in part:

"We are finding it difficult to assimilate even the immigrants of the white race, and have been obliged to carefully restrict such immigration. We have drifted into a condition regarding the black race which constitutes the great problem and peril of the future.

"Confronting our Pacific coast lies Asia, with nearly a billion people of the brown race, who, if there were no restrictions, would quickly settle upon and take possession of our entire coast and intermountain region.

"History teaches that it is impossible to make a homogeneous people by the juxtaposition of races differing in color upon the same soil. Race tolerance under such conditions means race amalgamation, and that is undesirable. Race intolerance means ultimately race war and mutual destruction, or the reduction of one of the races to servitude. The admission of a race of a different color in

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a condition of industrial servitude is foreign to our institutions, which demand equal rights to all within our jurisdiction.

"There is but one consistent position to assume, and that is to relegate the whole question to domestic legislation in each country, permitting each to make such laws regarding the regulation, restriction, or prevention of immigration as it sees fit.

"The time has come, in my judgment, when the United States, as a matter of self-protection and self-preservation, must declare by statutory enactment that it will not tolerate further race complications. Our country should by law, to take effect after the expiration of existing treaties, prevent the immigration into this country of all peoples other than those of the white race, except under restricted conditions relating to international commerce, travel, and education.

"Japan can not justly take offense at such action. She is at liberty to pursue the same course. Such action constitutes no charge of inferiority against the race excluded; it may be a confession of inferiority in ability to cope economically with the excluded race.

"A temperate declaration made at this time by the legislatures of the Western States upon the lines here indicated will aid much to advance the enlightened, calm, and forceful presentation of this question in such a manner as shall convince the judgment of the world, including that of Japan herself."

In Oregon also the existence of a like sentiment is indicated by the introduction of a resolution into the State Senate asking Congress to broaden the exclusion laws so as to shut out all Asiatics, specifically Japanese and Hindus as well as Chinese; but in that State, we are told, the problem is not regarded as vitally important.

Recent criticism of the exclusionists has likewise evoked somewhat angry retorts calling in question the motives of the critics, such as the following from the San Francisco *Chronicle*:

"The feeling against California in the East is entirely based on two main motives, both sordid. One is to keep solid with Japan and thereby promote the sale of cotton goods and kerosene, no matter at what cost to the people of the Pacific coast. The other is to force Congress to make heavier appropriations for the Army and Navy."

The answer has been that the Governments of Japan and the United States are cooperating to remove all cause of complaint

"HI, MISTER, WON'T YOU LET ME GET UNDER THAT, TOO?"
—Triggs in the New York *Press*.

without friction, and that their efforts are only hampered by ill-considered agitation in individual States. Governor Gillett, in his message to the California assembly, urging a reconsideration of the Japanese School Segregation Bill, deals mainly with the necessity for observing treaty obligations. The Governor says:

"There has been no general demand for such legislation, there is no immediate or present danger to our schools, and no bad influence exists therein by reason of any Japanese pupils attending our public schools, and there is no occasion, at present at least, for unnecessary alarm. . . . . .

"Japan, under its treaty being one of the favored nations, and being jealous of the rights of its citizens, claims for them and their

THE HOLD-UP.
—Gregg in the Atlanta *Constitution*.

children the same rights and privileges as are accorded to the subjects of other favored nations. This claim our Government recognizes and stands ready to enforce. If the treaty, as claimed, guarantees to Japanese children the rights and privileges accorded to the children of aliens of other nations, then those rights and privileges, so long as the treaty remains, should be observed; and if our morals and citizenship are to be endangered thereby, then the treaty, so far as it guarantees that right, should be annulled by the general government, as this State has no power to do so."

Some Eastern observers remark that there are not enough Japanese in the California schools to justify all this disturbance. The attendance figures for December, 1906, given in an article in *The Outlook* by George Kennan at the time when the school question first was raised, are summarized as follows:

"Of the 28,736 children in San-Francisco schools on December 8, 1906, there were in the primary and grammar schools 93 Japanese, a little more than an average of 1 to each school-building.

"Of these 93 Japanese one-third were born in the United States and 28 were girls. Of the 56 boys, 34 were under 15 years of age. Of the 31 who were more than 15, only 2 had reached the age of 20, and the average age of the remainder was 17.2. Twenty-five of them were in grammar schools, so that the number sitting beside children of tender age—one of the chief reasons advanced by opponents of the Japanese for their exclusion from the white schools—was 6.

"Altho the 93 Japanese scholars in San Francisco were distributed among 23 schools, 42 of them, or nearly one-half, were in 2 schools—the Redding Primary and the Pacific Heights Grammar. In the former, their average age was 9.6 years, and in the latter, 16.5. Most of the Japanese in grammar schools were probably two or three years older than their white associates, but Mr. Altman, president of the Board of Education, admitted that 'nothing can be said against the general character and deportment of Japanese scholars.'"

Commenting upon these figures, one paper suggests that if the age of the Japanese pupils is an objection, California might easily establish a school-age limit without obtruding a race question.

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GOVERNOR HASKELL'S INDICTMENT

ACCORDING to William Randolph Hearst, Governor Charles N. Haskell, of Oklahoma, now under indictment for alleged participation in a conspiracy to defraud the Government in connection with the acquirement of Creek Indian lands at Muskogee, is "a striking exhibit of the unsoundness of American politics—in spots"; while according to the Governor's intimations, his indictment is largely due to Mr. Hearst's "crooked manipulations."

As a result of investigations by the Federal Grand Jury of matters arising in suits to recover title in certain lands for the Creek Nation, the Governor, with six other prominent citizens, has been indicted under charges of complicity in a scheme in which the names of many "dummies" are said to have been scheduled to secure town lots. The lots, it is charged, were transferred from the dummies to the defendants by means of forged quit-claim deeds. The maximum penalty involved is a fine of $10,000 and two years in the penitentiary.

Governor Haskell issues the following statement:

"I have just heard of the indictment for conspiracy, coupled with seven or eight of the oldest and highest-charactered citizens of Muskogee, men who developed and built up that country by their unselfish effort. From now on the proceedings will be open to both sdes. Hearst's crooked manipulations will be at a discount.

"I am satisfied the Interior Department has been misled by false statements. I am confident there has not been a dishonest act done by any of the indicted parties, and that good citizens in general, regardless of politics, feel the same way."

The Oklahoma House, by a strict party vote, has adopted a resolution condemning Governor Haskell's prosecution as the result of a combination of William R. Hearst and President Roosevelt against him.

In reply to the statements of the Governor and his friends Mr. Hearst's paper, the New York *American*, says editorially:

"Mr. Hearst exposed Mr. Haskell as an engineer would pick out a bad girder in a bridge. It was necessary to show the people the corrupt relationship existing between the party machines and the money-power.

"Mr. Hearst might have preached sermons on this and kindred subjects. He preferred to offer exhibits. That is more in his line.

"If Mr. Haskell had been merely the victim of abuse he would have finished the Presidential campaign as treasurer of the Democratic National Committee. Abuse is common and cheap in politics. It is not formidable.

"It was not abuse, but stark, incontrovertible fact, that felled Haskell. He was precipitated like quicksilver at the jar of a beaker. He was sifted, not by any man's anger or enmity, but by the wire-woven grill of his own deeds.

"Abuse does not destroy political leaders. Abuse does not forge indictments in a jury-room."

M. L. Mott, attorney for the Creek Nation, has specifically denied that Mr. Hearst has anything to do with the proceedings. Mr. Mott is quoted by the St. Louis *Post-Dispatch* as saying:

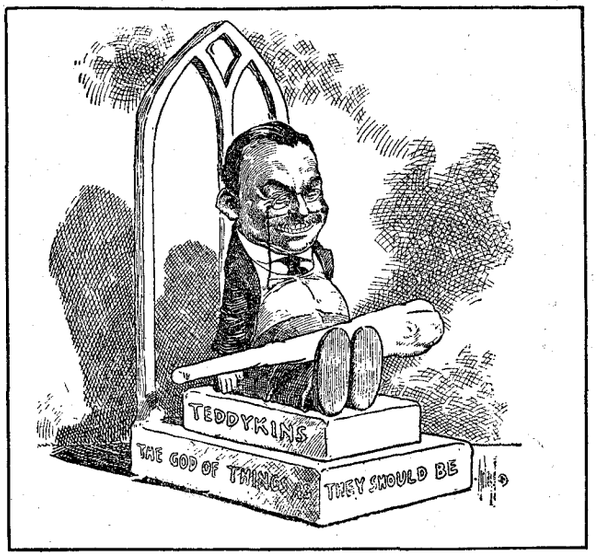
"In the controversy last fall between Haskell and me I wrote two open letters charging him with the very frauds for which the Grand Jury has now indicted him. He denied the charges then.

"I stated in my letter then to President Roosevelt that I had the sworn statements of the 200 dummies that Haskell had used in carrying out his land frauds. These statements were gathered in 32 civil suits which I instituted on behalf of the Creek Indians against Haskell and others to recover the lands of which the Indians had been defrauded. Associated with me in those 32 suits was W. L. Sturdevant, of St. Louis.

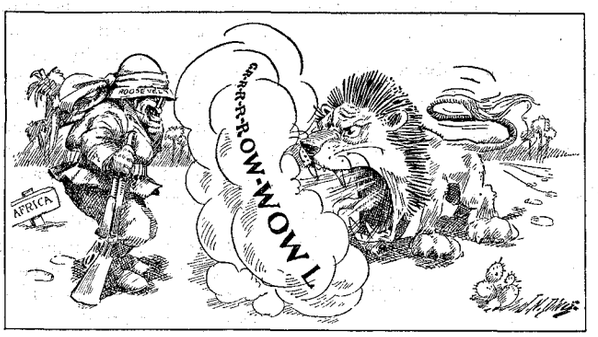
"Twenty-six of the 32 suits were begun before Statehood and before Haskell was a candidate for Governor, and before his oil dealings had been exposed by Hearst."

Commenting upon Governor Haskell's home support, the New York *Evening Post* says:

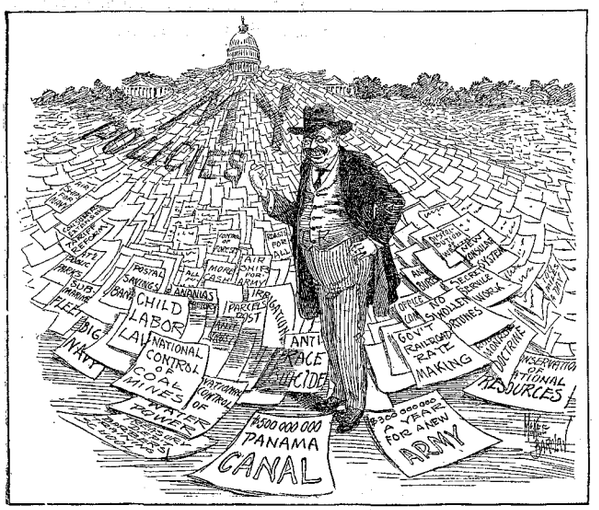
"With fine Western loyalty, the Oklahoma legislature has rallied to the defense of Governor Haskell, and in one devastating blast of righteous indignation swept away the 'Roosevelt-Hearst combination,' the 'blackmailing' Federal grand jury which has indicted the Governor, and all other enemies—whoever they may be—of a 'long-suffering people.' We sincerely hope that Mr. Haskell, for his own sake and the sake of Oklahoma's good name and the country's, will succeed in proving his innocence. But in the mean time the procedure of his friends reads uncommonly like the recent uprising of Bath, Me., in defense of its injured son, Charles W. Morse, or the fervor with which Beaver, Pa., used to rush to the defense of Matthew Quay."



WHY NOT?
—Ireland in the Cincinnati *Times-Star*.



ROOSEVELT.—"Pooh, pooh! Why I could get a bigger roar out of Congress any day by just sending in a special message."
—Darling in the Des Moines *Register and Leader*.



JUST A LITTLE "UNFINISHED BUSINESS" FOR CONGRESS.
—Barclay in the Baltimore *Sun*.

HE LAUGHS BEST WHO LAUGHS LAST.

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THE CENSUS BILL VETO

WHETHER or not Congress succeeds in repassing the Census Bill vetoed by the President as a "fraud upon the public," it is evident that the Executive will have the support of a conservative element in the press that is not always ranged on his side. More than one usually adverse publication commends the spirit of the President's statement in which he says:

"I do not believe in the doctrine that to the victor belong the spoils, but I think even less of the doctrine that the spoils shall be divided without a fight by the professional politicians on both sides; and this would be the result of permitting the bill in its present shape to become a law."

This disapproval is aimed at a clause in the measure that provides for the choice of census appointees by "non-competitive examinations," a method that would put the whole census, many think, into the spoilsmen's hands. The New York *Evening Post* strongly denounces the bill as a spoilsman's measure, pure and simple, and declares:

"The provisions of the bill are so indefensible, so vicious, that we do not see how Congress can fail to retrace its steps. There certainly would be no possibility of passing the original bill over the President's veto, were it not for the bad blood now existing between him and Congress. But it would be a fine way of taking revenge on the President, to injure the public service, and perhaps ruin the Census!"

Of the financial aspects of the Census Bill the New York *Tribune* says:

"What the nation has at stake apart from the important principle may be judged from the official statement concerning the last census, to the effect that the refusal or failure to put the employees under the Civil-Service system entailed an additional and wholly needless expense of fully $2,000,000. The coming census will be a much larger and more costly undertaking than the last, and the loss caused by non-compliance with Civil-Service rules will be correspondingly heavier. It is not merely a question of method of appointment. It is a question of saving or squandering millions of dollars of public money. That is why every thoughtful citizen should hope that the President's veto prevail."

There is some difference of opinion of the probability of Congress passing the bill over the President's veto. The New York *Times* says on this point:

"It is not probable that the bill will be passed in the House, where it had its origin, over the veto of the President. That would require a two-thirds vote, which would necessarily include nearly all the Democrats. We can not imagine these being so foolish and petty as to vote against the President simply to aggravate the differences between him and his party. Even if the greater number of them did so, it is inconceivable that the Republicans would desire to make an open issue with the leader of their party on a question as to which they are so clearly wrong and their motives so obviously interested. But if they were rash and stubborn and stupid enough to do this, they would probably have nothing to show for it. It has been suggested that in case of the veto being overridden, the President would proceed promptly to issue an order under the statutes regulating the Civil Service requiring competitive examinations for the census employees."

FOR DEPENDENT CHILDREN

EVEN in the multiplicity of more sensational matters the proposed establishment of a National Children's Bureau has not entirely escaped the notice of the press. At a White House Conference on Dependent Children, composed of 200 of the foremost workers of all faiths, it was unanimously resolved to urge upon Congress the desirability of establishing a Children's Bureau in one of the executive departments. The President is strongly in favor of the proposal and has promised to send a special message urging the passage of bills embodying its features that have already been introduced in both houses of Congress.

The Chicago *Record-Herald* sketches as follows the need for such an institution as demonstrated by local conditions:

"The duty of the children's bureau, of course, would be to gather, digest, and furnish accurate information concerning the dependent, defective, and delinquent children of the country. Such information might lead to intelligent State legislation as well as to enlightened action by Congress within its jurisdiction—the District of Columbia, the Territories, interstate commerce. It would also be extremely valuable to the private humanitarian associations interested in the welfare of homeless or neglected children.

"At the recent Chicago conference it was demonstrated to the surprize of many delegates that not even the juvenile courts of the country take pains to ascertain the antecedents and circumstances of the youthful defendants who come before them. Yet it is of the greatest importance to know whether a child charged with delinquency has been in the street, at work in a factory—perhaps contrary to law—or in a home characterized by inefficiency, laxity, or immorality."

Among the conclusions of the conference were, that, wherever possible, children should be placed in homes rather than in asylums, and that far greater care should be taken to protect children against illness or accident, that the reform of child labor should be promoted, that a method of obtaining compensation for injuries should be worked out, that dependent children should be assured an education equal to that afforded to others, and that private homes and institutions in which dependent children are placed should be subject to much stricter supervision.

TOPICS IN BRIEF

THE Japs will bear watching, and some Americans will bear the same.—*Baltimore American.*

CHICAGO is happy at last. Professor Ferrero says Rome could boast of no stock-yards.—*Washington Post.*

THERE are several aspirants for the part of Brutus when Senator Julius Cæsar Burrows comes up for reelection in Michigan.—*Washington Post.*

AN advocate of the parcels post succeeds in the Senate from New York the president of an express company. The world do move!—*New York World.*

HAVING won a victory at Tabriz, the Shah will now withdraw the Constitution he withdrew in August, in September, and in December.—*New York Post.*

SAYS an exchange: "The Standard Oil Company expects to increase its capital stock to $500,000,000." Isn't this pouring water on the troubled oil?—*Atlanta Georgian.*

CHARGES of treachery made in connection with the election of a senator in Indiana indicate that political conditions in that State are rapidly becoming normal.—*Washington Post.*

WE wish they would postpone those funny little wars they are trying to get up in the Balkans and South America till our big show in the main tent concludes its performance.—*Washington Post.*

KANSAS democrats want Bryan to be a candidate again. Probably Kansas republicans do also, if the truth were known.—*Chicago News.*

GEOLOGISTS say that Italy is one of the newest portions of the earth's surface. That may be, but it's certainly no improvement.—*Detroit Free Press.*

THANKS to American generosity, a season of unprecedented building activity is about to be reported from Southern Italy.—*New Orleans Times-Democrat.*

THE President-elect, we believe, thoroughly understands that the Solid South frequently possums one way and votes another.—*Richmond Times-Despatch.*

IF the report be true that they have discovered the love germ in Bellevue Hospital, New York, will they be so good as to bring it to Washington and let it run loose till March 4?—*Washington Post.*

"RULES of the air" are to be formulated by the International Association of Aeronauts now in session. Doubtless the first will be that persons falling out of a balloon have the right of way.—*New York American.*

THE list of principal stockholders of American railroads, published in New York a few days ago, was chiefly interesting for the absence of the names of the widows and orphans who, as we have so often been assured, own those properties.—*Houston Chronicle.*

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SEAMY SIDE OF EARTHQUAKE RELIEF

THE earthquake in Italy has been a curious touchstone of human passions—the worst as well as the best. It has even stirred up deep political animosities. Many papers tell us that some of the rescuers showed more anxiety to disentangle the buried money than the buried men from the appalling ruins, and the London *Standard* reports that many grumbled over the relief they received. We are assured by a well-known English novelist, traveler, and journalist, Mr. William Le Queux, in a recent letter to the London *Times*, that the officials appointed to distribute international contributions to Italian earthquake victims invariably pocket the largest part of them, "and that less than one-fifth ever reaches the victims. Deputies, employed by the Government, syndics, magistrates, and even the military officers have each to receive their share before the sufferers are reached."

This statement may have been partly true of previous earthquakes, as that in Calabria a few years ago, comments the *Tribuna* (Rome), but even so it is exaggerated, and "the conclusion arrived at with regard to the earthquake at Messina is false, utterly false." This opinion is confirmed by the *Minerva* (Rome) which gives the highest praise to the way in which the Government officials have done their work. Thus we are told:

"Whatever may be said in other like cases, we have the pleasure on this occasion of recording that the Government, and the Prime Minister especially, have done all that could be done under like conditions. They have sent war-ships, soldiers of every branch in the army, guards and carbineers, doctors, nurses, provisions, tents, and medicines to the seat of the disaster. Could they do more?"

The well-known English writer, Mr. William Patterson, who witnessed all the horrors of the scene and the distribution of relief, writes in *The Evening Standard* (London) that throughout the whole of his journey to Reggio he could "record no action of an official" which he "could not have thoroughly indorsed."

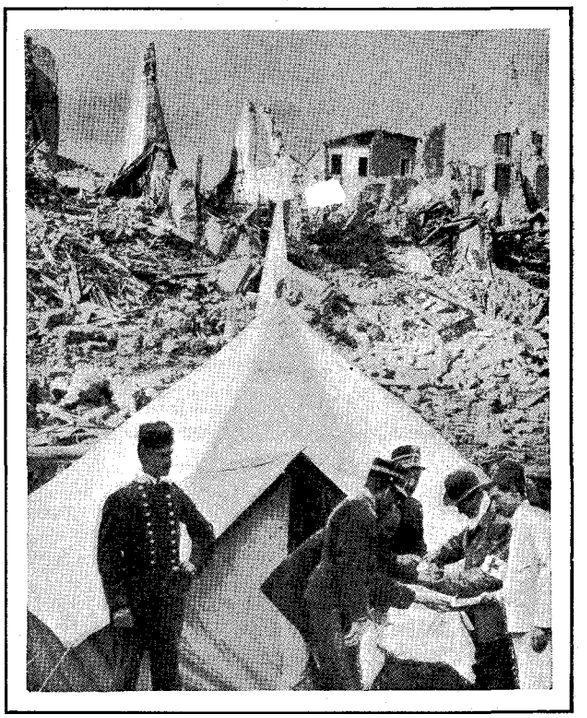
Perhaps the most curious incident in the catastrophe is the political effect which it has produced in Austria, to judge from the press of Vienna. The correspondent of the *Frankfurter Zeitung* declares that the Austrian and Italian Relief Committees were so constantly at loggerheads that, as he sarcastically adds, the "Triple Alliance seemed to be endangered." This spirit of rivalry seems to be reflected even in the Vienna press, and the *Armee Zeitung* actually declares "the catastrophe has paralyzed an enemy; let us take advantage of it." In a tone of similar taste the *Sonn- und Montags Zeitung* of the same city exclaims:

"We are giving them our money, we are sending them field-kitchens from our Life-Saving Corps. In this way we will show to Italy what sort of people we are. We are the true gentlemen."

A still more virulent reference to the foreign contributions appears in the *Muskete* (Vienna), an illustrated journal which favors the Army, whose officers contribute to it. An insinuation is made that the foreign contributions are used for other purposes than the relief of the earthquake sufferers, and that the earthquake is thus a blessing in disguise to the Italian exchequer. One of the most recent numbers of the *Muskete* represents the King of Italy pouring gold pieces from a cornucopia into receptacles grouped around him. Each of these is inscribed with a name—schools, armaments, victims of earthquake. The money runs in streams from the cornucopia. A small stream reaches the earthquake sufferers, the largest, the vase entitled armaments. Underneath is an address to nature, which runs as follows:

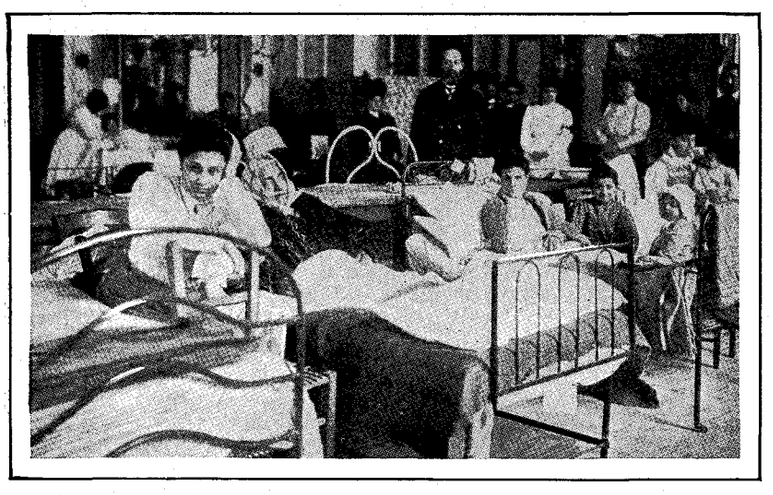
"You are beautiful, O Nature, but why, wretch, have you turned upside down one of the loveliest of your countries? My son [answers Nature], what you consider madness is the profoundest wisdom. It is, in fact, the exercise of the diplomatic art. How stupid you are! Do not grow angry at me, but look at the facts. You are not successful in your armaments, whether land or sea forces. I have come to succor the State. I have done the same thing before, but on that occasion the national exchequer was drawn upon. Now it is much better that foreigners should contribute."

This, it is retorted, comes with ill taste from a nation whose half-cooked and soggy relief rations added new miseries to the havoc wrought by nature.—*Translations made for* THE LITERARY DIGEST.



THE ITALIAN RED CROSS SOCIETY AT WORK AMONG THE RUINS OF MESSINA.

It is curious to note that the British field hospital at Catona with 150 beds has been handed over to the Italians as it was found that the ignorant Calabrian peasants refused to enter it, fearing that they would be taken to England. We have not heard of any who were afraid of being taken to America.



BALLROOM OF THE FOREIGN CLUB AT NAPLES,
Transformed into an infirmary for the earthquake victims.

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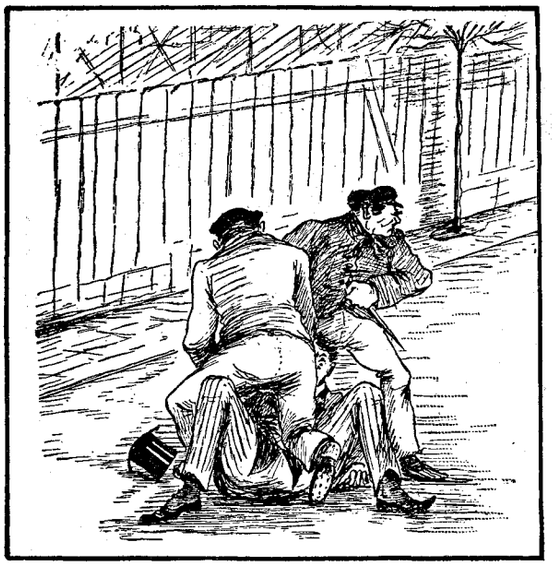
WHY THE GUILLOTINE CAME BACK

THE unwillingness shown by both the President and the Prime Minister of France to enforce the death penalty, as noticed in these pages last week, has been overcome by the absolute necessity for checking homicide and crimes of violence in France. The records of criminal procedure in Paris and the provinces, published in the French press, exhibit a terrible increase in lawlessness, especially among the young. While the clerical papers have attributed this to the Separation and the secularization of the schools, such papers as the *Temps*, the *Gaulois*, and the *Figaro* find the chief cause to be the "morbid sentimentality" of the Government which has "feebly shrunk from necessary measures of social surgery."



GENTLENESS.

"Heavens! Alphonse, don't knife him too deep! Remember that Diebler is on deck again." —*Illustration* (Paris).

This view has practically won the day in France, and its acceptance by the authorities directs our attention to the last "Report of the Administration of Criminal Justice," from which we learn that the annual total of offenses of all sorts in France has increased by 55,000 units. The number of reported, but undetected, crimes have increased proportionally. It had reached 96,686 in 1901. This last report estimates the figure at 107,710. In Paris it has been necessary to double the number of judges of the assize courts, and to appoint four additional investigating magistrates. Of the character of these violations of the law we read in the report:

"It is especially violent crime that has increased. While there were 163 murders recorded in 1901, the number last reported for the year is 274. We have to record 168 cases of assassination or premeditated murder for the year last past. The number in 1901 was 150. Violent assaults resulting in death have risen within the same period from 145 to 171, and parricides from 9 to 12. If to the cases brought into court we add those abandoned for lack of sufficient evidence against the accused, we reach a total of 1,075 crimes of this sort against 775 in 1901—equivalent to an increase of more than 35 per cent."

The condition of France as judged from these figures assumes a darker tinge when we come to consider the ages of the criminals. Thus we read:

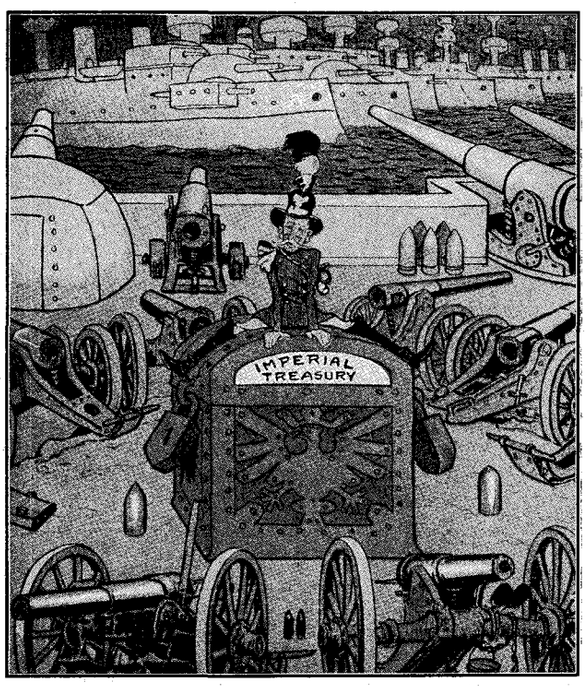
"Out of the 274 murders for the last recorded year, 65 were the work of minors between 16 and 21 years of age. The same class of offenders were guilty of 35 out of the 168 assassinations or premeditated murders committed, of 26 out of 171 fatal assaults. The total French population of both sexes over 21 is 24,406,244, and that of minors between the ages of 16 and 21 is 3,248,598, so that the percentage of juvenile criminality is higher than that of the adults. In 1830 there were 6,979 offenses against common law committed by minors. The last recorded estimate is 31,441, or an increase of 450 per cent. in 75 years."—*Translation made for* THE LITERARY DIGEST.

HARD SLEDDING IN GERMANY

THE German Government has reached a financial crisis which in a business house would almost call for a receivership or a petition in bankruptcy. According to an article in the *Frankfurter Zeitung*, many industries have come to a standstill and many banks have failed during the past year, while thousands are out of work. There have been large failures in the various trades—building, textile, pottery, and the chemical industry. The great potash (kali) industry has been heavily overcapitalized. There has been a serious depression in the prices, profits, and dividends of various kali companies. Retaliatory tariffs have increased the duty on iron and hampered the exports of cutlery and steel goods. Thus, observes this paper:

"The year 1908 ends, as was to be expected, in wide-spread unemployment. While in the eastern States of America unemployment was rife during October; while in England among the trade-unions one in ten men was unemployed, in Germany the terrible condition has been reached where there are nearly two men for every vacant position. The months of November and December have made the outlook still more gloomy."

Some interesting particulars of German financial conditions are given in an article contributed to the London *Daily Mail* by Dr. Handl, editor of the most important of Germany's economic organs, the *Berliner Monatskurse*. "Rarely, if ever," declares this high authority, "has there prevailed in Germany so profound and general a state of suspense with regard to financial and economic conditions as exists to-day." The deliberations of the Reichstag "are dominated by one issue—the issue of finance." Almost everything is being taxed, and a new tax on electrical industries is now proposed. Even the Chancellor of the Imperial Exchequer is said to be growing disheartened, and the Kaiser is thinking of selling several of his many castles. To quote the words of Mr. Handl:



THE REAL FOES OF THE IMPERIAL TREASURY.

—*Wahre Jacob* (Stuttgart).

"Is it not, however, significant enough that Herr von Sydow, who has only just become Chancellor of the Imperial Exchequer,

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is already said to be tired of his duties and to have threatened resignation? Such rumors have been promptly denied, and they may be false, but they serve to show how confused and apprehensive is the state of the public mind with regard to finance, and how uncertain is the future.

"To this state of uncertainty another factor must be added.

"Public confidence in the wisdom of official financial proposals has been severely shaken by the complete failure of the so-called smaller imperial finance-reform measures which were inaugurated only two years ago, and of which the principal clauses are now to be abolished. And yet who can doubt but that it would be of the very greatest importance to the country, and especially for industrial and commercial interests, to know exactly and at once how the new scheme of taxation will look when it passes into law?

"Let me quote only one instance—the tax on artificial light and its appliances—to show how deeply interested large branches of industry must be in the coming legislation."

Details of the existing difficulties are stated by the London *Economist*, which says that already the Imperial Budget subsists on borrowed money. The new taxation will not cover the Prussian deficit, and the writer justifies Prince von Buelow's counsel of frugality, altho the Socialists answer it by pointing to "naval extravagance." To quote this authority:

"A few illustrations may here be cited of the difficulties in Imperial and State finance. The Imperial Budget is only balanced by a loan of £10,154,000; and without the proposed new taxation the deficits for the next five years would be some £20,000,000 annually. The Prussian Budget a few years ago showed large surpluses; now there is a deficit which will not be wholly covered by the £8,250,000 of new taxes proposed by the Prussian Government; and the Finance Minister has declined to contemplate the burden which would be entailed by the refusal of the Reichstag to wipe out the outstanding matricular contributions in 1909. If this relief is not forthcoming, Bavaria will have to increase taxation by £1,000,000 a year. Würtemberg shows a heavy deficit, mainly due to education and the rise in official salaries. The smaller and poorer States, of whose domestic affairs we seldom hear anything, must be suffering even more severely; it is on some of these that the crisis in the kali industry comes heaviest, and it seems very doubtful if the strain will be relaxed. . . . . .

"Under these circumstances, it is hardly surprizing that Prince Buelow should have recommended retrenchment and a return to the old Prussian habits of economy, both in private life and in the public service. The full report of his speech shows that he advocated administrative economies in both Army and Navy."—*Translation made for* THE LITERARY DIGEST.

STILL "GOVERNING BY EXECUTION"

SINCE Count Tolstoy issued his vehement protest against "government by execution" in "reformed Russia," declaring that he could not, be the cost what it might, remain a silent observer of the horrible scenes of torture and hangings by the dozen and score which the "constitutional" cabinet permitted and even demanded of the local governors and military tribunals—since that terrific indictment was penned, many months have passed, yet no improvement has been witnessed in Russia. Tho the Revolution is but a memory and the third Douma is tractable and pliant, the Government is still, in the words of the Premier, "liquidating" the upheaval of 1895-96. It refuses to regard the country as pacified, and to let bygones be bygones. Its attitude is arousing bitter resentment in the opposition press, which, however, is forced to be mild in its tone. The *Riech* (St. Petersburg) and the *Rousskya Viedomosti* (Moscow), leading "Leftist" organs, have been carrying on a propaganda for the abolition of capital punishment in political cases.

Their figures show that in 1908 1,957 persons were sentenced to death by courts-martial and other tribunals. Of these, 782 were actually executed. In December the executions rose to the maximum—119. In one trial 32 men—chiefly laborers—were sentenced to death for crimes committed three years ago; most of the men had been at large and had not expected even an indictment. This case excited indignation all over Russia, and was stormily discust in the Douma as a national disgrace. A resolution condemning the wholesale executions was, however, rejected by the majority of that assembly.

In commenting on the Douma's action the *Golos Prandi*, a liberal paper (St. Petersburg), says:

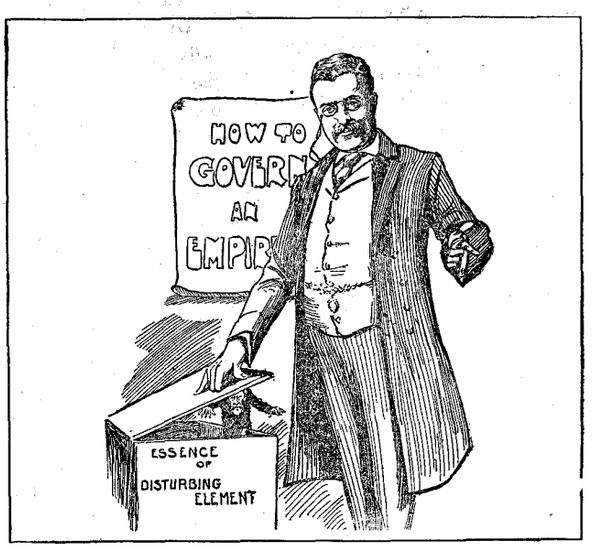
"As long as we were without a dominant political party the responsibility for the executions lay with the Government. But now it has been shifted to the allies of the Govermennt, the Octoberists. The vague but unquestioned sentiment of the country in opposition to these horrors can not fail to affect the standing of this party."

The *Slovo* (St. Petersburg) declares:

"Having condemned the terror of the revolutionary Left, the Douma was morally bound to protest just as strongly against the legal terror of the special tribunals. The Octoberists should have

MR. ROOSEVELT IN AFRICA.

THE GIRAFFE.—"Say, who's that zebra-busting?"
THE ELEPHANT.—"Guess it's Teddy. Why don't he stick to bears, anyway." —*Westminster Gazette* (London).



KEIR HARDIE (in the box).—"Close the lid, Teddy, I may as well retire." (In a recent speech, President Roosevelt declared that "the successful administration of the Indian Empire by the English has been one of the most notable and most admirable achievements of the white race during the past two centuries.")—*Newcastle Weekly Chronicle.*

LIVES OF THE HUNTED.

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served notice on the Government that the time has come to abolish the drum-head courts and the martial laws. The chasm between the nation and the third Douma has grown wider and deeper, and is no longer to be bridged over."

The *Riech* says that the death sentences have caused many suicides and that the limits of human endurance have been passed in Russia. Is the Government so weak, it asks, that even now it fears to rely on the ordinary law and to put an end to savage reprisals? Where is the promised reform era that was to follow the suppression of the revolutionary warfare?

More conservative writers, while arguing that even France has had to restore capital punishment, advise the Government to exercise moderation and clemency, to curb the zeal and violence of the military governors and the prosecutors. The radicals, they say, are again seeking to inflame the people and to provoke riots and disorders, and it is good policy to show that the Government can maintain order and do its work in conjunction with a reasonable Douma without the aid of executioners. The *Novoye Vremya* (St. Petersburg) declares that the radicals in the Douma are more interested in discrediting the majority and the cabinet than in saving life, but agrees that the rate of weekly and monthly executions is appalling and that the abolition of capital punishment in Russia is a "sacred cause" in which all parties ought to work together for the sake of Russia's reputation and place among civilized nations.—*Translations made for* THE LITERARY DIGEST.

THE COMING OF THE SLAV

THE tremendous potency and still more tremendous possibilities of the Slavonian element in European nationalities have been recently brought sharply to the world's notice by the revolt of Ferdinand of Bulgaria, and the mutterings of Servia and of Montenegro, behind all three of which stands the vast Empire of Russia. The Slavs are beginning to feel their strength and to assert themselves, declares Mr. W. T. Stead in *The Contemporary Review* (London). Recent incidents in the Balkan Peninsula, the action of Francis Joseph, and the support which he has received from William II. of Germany, have profoundly stirred the racial sentiments of the Slavs from the banks of the Volga to the huts of Cettinge. The points made by Mr. Stead are, that the Slav is prolific and rapidly increasing in population, and is united rather by a racial than a territorial tie. Hence the Slavic race is really one of the most formidable factors in European politics. The Germans, or Teutons, as represented by such sovereigns as Francis Joseph and William of Germany, do not seem to understand this. The Slavs have been a subjugated race. They are now asserting themselves, avers Mr. Stead. To quote his words:

"Of all the great races of Europe the Slavs have received the fewest favors from the fates. Providence has been to them a cruel stepmother. They have been cradled in adversity and reared in the midst of misfortunes which might well have broken their spirit. From century to century they have been the prey of conquerors, European and Asiatic. When, as in Russia, they were able to assert their independence of Tatar and Turk, they could only do so by submitting to an autocrat whose yoke was seldom easy and whose burden was never light. But for this Cinderella of Europe the light is rising in the darkness, and there are not lacking signs that in the future the despised kitchen-maid may yet be the belle of the ball."

The principal advantage which the Slavs have over the nations of Western Europe is their numerical superiority, with its ever increasing volume. Mr. Stead tells us:

"The factor that governs the ultimate issue of the clash of national forces is not the statecraft of sovereigns, but the birth-rate of their peoples. If, dismissing all prejudices, political or religious, we concentrate our attention on the birth-rate, we see at a glance that the future belongs to the Slavs. In the West, population tends to a standstill. In France it is even beginning to decrease. But the Slavonic peoples continue to increase and multiply and replenish the earth. Consequently, Slavonia grows ever more and more, and its growth renders the existing system as useless as pack-thread round the limbs of a giant."

Mr. Stead is evidently inspired by his knowledge of political conditions in this country in predicting the formation of a Slavic Confederacy which is to extend from Montenegro to the Ural Mountains. The idea of one race being dominated by another race is a monstrosity, as J. S. Mill long since pointed out. To quote further from the article in *The Contemporary*:

"The day of cast-iron empires is fast drawing to a close. The new century begins the era of decentralization and federation. In one form or another the whole vast stretch of country from Petersburg to Prague and from Prague to Adrianople will be covered by a federation or federations of free self-governing States as peaceful as the Swiss cantons, in which the Slavs, by the sheer force of numbers, will of necessity be in the ascendant. Nor will it be surprizing if the despairing effort of the German to stem the tide of destiny in Posen should lead to the addition of the German Polish lands to the federation of the future."

The Slavs, however, like the Irish, are too much inclined to internal dissension and domestic treason to rise to a concerted struggle for independence and supremacy, until they have passed through a stern ordeal of political education. But the future is theirs, announces this writer:

"The chief danger, almost the only serious danger, that threatens to retard the inevitable triumph, is the fatal tendency to anarchy that has ever been the bane of the Slavonian peoples. It was this that ruined Poland. It may postpone indefinitely the coming of the Slav into his kingdom. If we had the tongues of men and of angels we would cry aloud in the ears of all the Slavonian peoples: 'In unity is your strength. United you can conquer all your foes. Disunited you will remain the despised and impotent thralls of your neighbors. Peace! Peace among yourselves! Patience and Unity, by those watchwords you will conquer.'"

TURKISH POLITICAL PARTIES

THE assembling of a Turkish House of Commons or Deputies has aroused the attention of European publicists to the parties into which its members will naturally crystallize. As was to be expected, the Turkish legislators divide into two main parties, which are classed according to the degree of radicalism which characterizes their revolt from a Mohammedan absolutism. We learn from a writer in the *Tour du Monde* (Paris) that while party legislation is still in a merely inchoate condition, it is plainly discernible that of the two principal groups at Constantinople, the party of Union and Progress is the only one as yet completely and practically organized. Granting that Turkey is now a constitutional monarchy, this party would represent the Tories of the Hanoverian period and the Conservatives of Lord Salisbury's days. The writer observes of this party:

"It now has gained a pretty large parliamentary majority, having in its ranks 150 out of the 220 Deputies of the Assembly. Nor is its ascendency impaired by the fact that alongside of it stands another group of reformists, under the moral direction of Prince Sabah ed-dine, who style themselves Union Liberals. This group is less advanced and less clear in its ideas of reform than the party of Union and Progress. Among the Union Liberals are found the Grand-Vizier Kiamil Pacha, and the ex-Minister of the Interior, Hakki Bey, now Minister of Justice. In opposition to these two parties, which eventually may coalesce, stands the Young Turk party, which is radical and more clearly Ottoman in sentiment, and constitutes the extreme Left, tho party spirit has not yet developed to [the stage of violent rivalry with the party of the Union and Progress. In fact, the divisions of these parties have not yet become so decisive as to admit of describing the situation clearly in regard to coming political problems."—*Translation made for* THE LITERARY DIGEST.

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TWO "BAD ANGELS"

ONE view of the Poe centenary, probably unique, is that which treats it as an occasion for exorcising "the bad angels who, in the guise of good men, make havoc of highest powers." This is to be found in an editorial in *The Christian Work and Evangelist* (New York), and the men referred to are Mr. Allan, of Richmond, who adopted Poe; and Griswold, his "friend" and biographer. "Enough has not been said of the selfishness of the man who used the brilliancy of an inspired boy to gratify himself and give vogue and value to his entertainments, recklessly evoking in the lad all habits and tastes requiring money, and then hastily, harshly, cutting the collegian adrift to find harborage among waifs and strays of literature." That, asserts this journal, "was one bad angel who bore, and rightly, a fine name in the world into which Edgar was truly born, out of which young Poe was cruelly cast." Of the other we read:

"But if the uncle who marooned the young voyager was one bad angel, there was yet another corsair that captured the castaway and strove to coin his rare gifts into publishers' fame and printers' profits. There is no shadow of doubt that Griswold had the merit of goodness and good principles. We have long since ceased to call him a liar and a thief. Poe had reason, as well as occasion often, for giving him both titles. Yet Poe also could say that Griswold was his friend. And he was, selfishly so, just as Allan had been, a friend that traded on the brilliancy and yet evoked the dangerous elements in the spirit he cherished for personal advantage and gratification. Yes, the connection of two such men was impossible, and we could forgive Griswold if he had not, from vanity and a desire to excuse his disastrous association and gain credit for ideal but not real philanthropy, crowned his selfish impatience, injustice, jealousy, and spite, by publishing a book that has immortalized himself just as Satan lives in all memorials of Paradise.

"What nearly all his eulogists call Poe's infirmity, eccentricity, double-nature, can be seen and dismissed with a swift sentence of condemnation on the two men who stand preeminently as his sponsors, to whom so much of the 'disaster' of Poe's life is directly traced, through whom the disastrous spiritual evolution came naturally about. We are sorry to see this reign of the bad angels overlooked in such an elaborate criticism as that of Hamilton Mabie. It savors too much of patronizing pharisaism to talk easily of Poe's sins as the cause, and his sorrows as the penalty of his sins. Oh, this is cheap morality and a false philosophy of life! A man of pure genius, an all-soul flame has a hard time in this world at its very best. When you think what New York was when Poe glided through it; it was Israfel in Vanity Fair. Think of Poe dashing out of Griswold's office and butting up against such editors as Greeley and Bennett or Coleman! Think of him trying to be his own publisher, with the venomous rivalry of Griswold and the strenuous rivalry of the robust men that fought their way through the muck and the murk of the rising but terribly ridden and misguided community! If you say it was Poe's sin that made it necessary to toil in Fordham and then plod, often afoot, to Printing House Square to get the poor pay that fed his suffering wife, you are false to him and to his environment. For Poe, after Allan had spoiled his habits and Griswold had roused his intemperate pride, there was no resource but this solitary starvation."

YOUTHFUL RELIGIOUS DECISIONS.—Because a boy or girl during the period of adolescence knows nothing of "the great historic, critical, and philosophic controversies," it is a folly, says the Chicago *Interior*, to say he or she is "incompetent to make a choice between religion and irreligion." "One does not need to be a Burbank to know a Delaware grape from a frost-grape, or a wild 'crab' from a Northern Spy." Reasoning by analogy for the case it has to prove, this journal points out, that when a bank with a hundred millions of capital and deposits loaned out looks for a president, they find a man who as a boy had a "natural bent for finance" and who "was a messenger at twelve and a bookkeeper at fifteen." The case of adolescent decisions is further dealt with as follows:

"Young men who are to make anything of their life-work ordinarily have chosen their vocations long before they have bought a razor. Now and then, at rare intervals, a Putnam leaves his plow to become a successful commander in the field, but the men who led the Federal Army of two million to its final conquests in the great Civil War were men who chose to be soldiers before they had discarded their roundabouts. The average age at which a lad joins the church is perhaps sixteen, but before he has decided to take that step he has in all probability decided every other question of vital bearing upon his future career unless we except marriage, and often he has settled that also.

"If it is true that 'very few men over forty are converted,' it is equally true that very few men over forty change their business calling or revolutionize their social relations. The man can not flit from tree to tree. He is, once planted, bedded in the soil not only by one central taproot but by a thousand rootlets, each in itself insignificant perhaps, but all together able to resist a cyclone. The Bible tells us, and we can well believe it, that Esau lived to realize what a fool he had made of himself when he 'sold his birthright for a mess of pottage,' but he never found a time when he could break away from the life into which he had thrown himself in his wayward youth."

FOR AN UNMARRIED CLERGY

LAST week we published the protest of a clergyman against the pressure brought to bear upon young ministers to induce them to marry. This writer, tho anonymous, seemed to represent the more evangelical denominations. *The Living Church* (Milwaukee), speaking for the Episcopal denomination, declares that there is in the ministry "a larger proportion of married clergy than the needs of the Church require." From this there seems to follow the conclusion that "what the Church needs is a greater number of clergy who are willing to remain unmarried, probably for their lifetimes." The writer comes down to even more definite statement than this and affirms that "when American churchmen become broad enough to study Church history in its true significance, they can not fail to discover that the real need of the Church to-day is for three thousand monks and six thousand sisters to supplement the work of the married clergy." On the question of married or unmarried clergy we read:

"The question of the marriage of the clergy has been treated too largely from wrong standpoints. It is, with us, largely an economic problem; but some help may, notwithstanding, be derived from the experience of the Church in other lands. Because Rome desires only a celibate priesthood it does not follow that we should desire only a married priesthood. It is because we have an overpreponderance of the latter that most of our present troubles with the supply and the support of the ministry have come about. We believe the married clergy will be among the first to recognize this. The Greek Church treats the matter better than do either Romans or Anglicans. A married (secular) clergy and an unmarried (monastic) clergy divide the work between them; and marriage is not permitted after ordination to the priesthood. That is to say, a candidate must settle his domestic affairs before he is ordained, and determine in advance which branch of the ministry he is to enter. It may be the enunciation of a 'counsel of perfection' to suggest that this latter limitation be introduced among us, altho modern Anglicans appear to present the only instance in the history of the Catholic Church in which priests are permitted to marry after ordination, and we suspect that ultimately the Anglican churches will come to this position. An unmarried priest, not a member of a religious order, works, among us, with a severe handicap. Where he would be the spiritual guide and father to his flock, he is, to the unmarried women, only a possible suitor. The contingency of his possible marriage must limit his spiritual influence in many ways. His handicap does not end until he is married, or profest in a religious order. But apart from that—and we do not question the right of national churches to modify disciplinary

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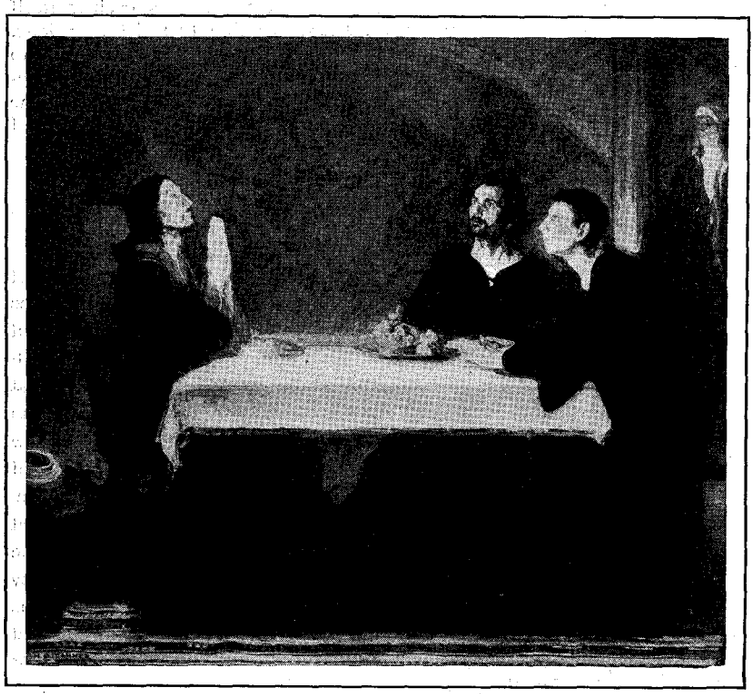
canons—the Greek example of perhaps half the clergy remaining unmarried illustrates to us what would probably be the true solution of our own present difficulties. *This Church normally requires at least as many unmarried as married priests.*"

WORLD-WIDE REVIVAL

AFTER finishing the Boston campaign that is now in progress the Rev. Dr. J. Wilbur Chapman is to start on a journey of world-wide evangelism. The method by which they will work is called the "simultaneous revival" which was first put into operation in Pittsburg six years ago and continued in many large cities of the United States and Canada. The campaign now on in Boston is said to employ one hundred evangelists and pastors in assisting Dr. Chapman. Each district has a special soloist and choir, and Mr. Alexander is said to have an unusual number of voices in his central choir. Nearly all the churches of Boston are actively helping. *The Congregationalist and Christian World* (Boston) has this statement:



THE TWO DISCIPLES AT EMMAUS.

This painting by Henry O. Tanner, son of a bishop of the African Methodist Church, is owned by the French Government and belongs in the Luxembourg collection. Mr. Tanner, who is of the African race, is thus honored with Sargent and Whistler.

"The fight is on. After weeks of agitation and provision, the Church forces of Boston have united with the Chapman-Alexander corps in an attack upon the city's indifferent and unchurched. Two dozen outposts and a central base of operations describe the scope of the battle area; and among the twenty-five division leaders are eleven Congregationalists. The first meetings were held on the evening of January 26 in these outlying groups, and the following noon, Dr. Chapman and Mr. Alexander began the central meetings with a monster mass-meeting in Tremont Temple. Up to the time of going to press, the interest aroused by the simultaneous method has shown no signs of flagging. The attendance appears to be gradually increasing, showing in the districts from 600 to 1,200 at the evening services, and at the Tremont Temple meetings overflowing congregations."

The New York *Evening Post* gives the following statement of the contemplated revival journey to begin March 24:

"The itinerary includes Australia, China, Japan, Korea, the Philippines, and Europe. In the party will be Charles M. Alexander, the singing evangelist, who toured the world with the Rev. Dr. R. A. Torrey; Mrs. Alexander, Robert Harkness, composer of Gospel hymns, and Mr. and Mrs. William Asher, the 'saloon evangelists.' The latter will take with them the little organ which was presented to them by the saloon men of Minneapolis. It is a small hand affair, which they can carry through the streets. The Rev. Dr. Ford C. Ottman, an evangelist, will also be a member of the party.

"Various missionary boards will be represented in this movement, but particularly those of the Presbyterian Church, as Dr. Chapman is national corresponding secretary of the evangelistic committee of the Presbyterian Church. The work, however, is non-sectarian in character.

"In the old-fashioned revival in the days of Moody and Sankey, people gathered in one big central hall to hear the gospel, and from 8,000 to 10,000 people were attracted to the services. This simultaneous campaign, however, is on a much vaster scale. Each city visited will be divided into sections, with an evangelist or helper for each section. All the churches, Young Men's Christian Associations, and other Christian organizations will prepare months ahead for the evangelists and work with them when they arrive. Dr. Chapman and Mr. Alexander will, of course, conduct the great central meeting in the city hall or auditorium in each place, but other evangelists and pastors will hold similar services at the same hour. In the saloons, or in jails or penitentiaries, Mr. and Mrs. Asher will hold services.

"The campaign will not only be an impetus to Christian churches in the Orient, but will extend the gospel to hundreds of thousands who have never heard the Word. In Hongkong alone more young men pass in and out than in any port on the globe, and to most of them the Christian religion probably will be a new topic."

BIBLICAL ART OF AN AFRO-AMERICAN

THERE is a kind of realism in Mr. Henry O. Tanner's religious pictures that is thought to place him in a class almost by himself among the moderns. His work differs from the archeological reconstructions of Tissot, as Mr. Cortissoz points out in the New York *Tribune*, and also from those moderns who have "sought to interpret the Scriptures in paintings based largely on the aspect of life at the present time." Such painters as von Uhde, who have "placed the Savior among modern peasants," or Beraud, who has "introduced him into a company of fashionable Parisians," leave the "impression of somehow forcing the note, of building up their scenes in a fictitious manner." Mr. Tanner, on the other hand, exhibits "an artless simplicity." He seems able, we are told, "to project himself back into the past and to paint religious subjects realistically," making his "appeal on broad human grounds, painting his sacred figures simply as men and women moving against their natural background." The writer adds:

"He does this, too, without offering any violence to the high associations of his material. There is no want of dignity in his work. He states the truth in a large if not precisely noble manner. Looking at his pictures, you feel that thus indeed may this or that Biblical episode have occurred, made impressive by the nature of the action involved and illuminated by no supernatural rays, but just the familiar light of Palestine. Rarely, in anything that he has done, is there a hint of shrewd stage management."

Much attention has been attracted to Mr. Tanner's work by a recent exhibition held in New York at the beginning of a visit to his native country. In *The Westminster* (Philadelphia) the Rev. Charles B. Mitchell writes an appreciation of this exhibition, which contained not only pictures of Biblical subjects, but records of the artist's sojourn in the Holy Land. "The scenes of sacred

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history seem to have made such a deep impression," this writer observes, "that for a time the events themselves occupied a secondary place in Mr. Tanner's interest." "It was as if Mr. Tanner had walked abroad at night, over the hills around Jerusalem, and dreamed of the events of long ago, and put his dreams on canvas." The picture called "Christ and Nicodemus" is instanced as showing the beginning of Mr. Tanner's "escape from the fascination of the land." Mr. Mitchell goes on to describe it:

"The scene is on a housetop; Jerusalem, painted on the spot, is the immediate background; but the environment no longer dominates. The human, the religious interest, has achieved independence at last. There are only two figures in the picture. Nicodemus is the aged scholar, bent, gray, timid, inquiring, open to new light and yet so deeply convinced of human fallibility that he fears to follow what seems to be the light. The combination of the earnestness of a profoundly religious temperament and the sensitiveness and hesitancy of the man of culture were perhaps never more perfectly exprest than in the very pose of Nicodemus. Jesus sits on the battlement, facing Nicodemus and the spectator, talking earnestly. He is the mystic, the enthusiast, the dreamer, speaking to the deep central heart of the man. His brow is high, nose long, beard so heavy and dark that it hides entirely the mouth and chin—a unique type of Christ—but his eyes are the most noticeable element in his face. They are deep, and yet they fairly burn. The effect is that of a pair of search-lights. You feel, as you study them, that he is looking Nicodemus through and through, and yet he sees beyond Nicodemus into the infinite. In those eyes Mr. Tanner has painted the Christ 'who needed not that any testify of man, for he himself knew what was in man.' I almost feared, as I stood before the picture, that he might look my way.

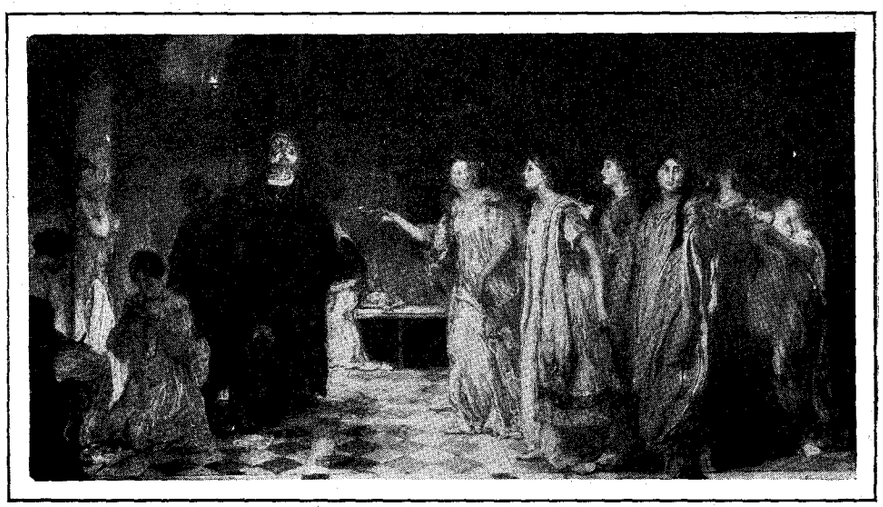
"Mr. Tanner remarked to me that his conception of Christ had changed somewhat in the five years between the 'Christ and Nicodemus' and the 'Christ Washing the Disciples' Feet,' owned and loaned by Mr. Rodman Wanamaker. 'It has become,' he said, 'much less materialistic.'

"But whatever one may think or feel about Mr. Tanner's conception of Christ, no one can dispute the intense dramatic power of the picture. It seems to me to be superior, in this respect, to anything else Mr. Tanner has ever painted. Six of the disciples sit in a row, back to the wall, facing the on-looker. Christ kneels before them, with the foot of the second in the basin, and the towel in one hand, as he glances up from his work to say something to the fourth. A lamp, held just back of Christ, throws a bright light on the faces of the disciples, and shows the Master in silhouette. One can only wonder how the disciple Christ is addressing ever got in among the apostles. He sits there impassive as a graven image, his coarse hands clasped over his stomach, almost leering at Jesus out of the corner of his eye. He is the 'practical man'; that stands out all over him, in every line of form and figure; and, sitting face to face with Christ, he sees no beauty in him that he should desire or admire him. You feel that when his turn comes he will let Christ wash his feet and laugh at him for doing so.

"This disciple in Mr. Tanner's picture is almost a caricature, but the caricature would represent a distinctive modern type. There is a man in our modern civilization—he may be a church-member—who bows to the name but has no sympathy with the moral ideals of Christ. He regards the Sermon on the Mount as thoroughly 'unpractical.' He says that 'business is business, and business and religion have nothing in common,' and, after going to church on Sunday, robs the widow and orphan on Monday, bribes legislators on Tuesday, and so on through the week, without the slightest compunction of conscience. I strongly suspect that somehow Mr. Tanner got hold of this man and persuaded him to sit as the model for that fourth disciple."

Mr. Tanner's largest canvas, "Behold the Bridegroom Cometh," is thus described by Mr. Oscar L. Joseph in *The Christian Herald* (New York):

"It is ten feet high by fifteen feet long, and the masses of light and shade are admirably arranged. The background is spacious, picturesque, and suggestive of the festal occasion. The crier is vociferously heralding the approach of the nuptial procession, whose presence is made known by the light in the distance. The virgins are in the foreground. Their faces are a study in expression and character. Gaiety and sadness, delight and despair, expectation and disappointment are shown in contrast in the countenances, and demeanor of the wise and the foolish. A spirit of sympathy is shown by two of the fortunate ones for the fate of their sisters in dismay. One in the group on the right is holding out her lamp, so that it may help the flickering light of her companion in distress. On the left is another on her knees; her well-trimmed lamp is beside her, while she is trying to help her distracted sister who is seated, even at the risk of missing the festivity herself. The artist has caught the spirit of the parable, and his painting is a strong sermon."



BEHOLD, THE BRIDEGROOM COMETH.

From a painting by Henry O. Tanner.

The faces of the virgins are "a study in expression and character." "The artist has caught the spirit of the parable and his painting is a strong sermon."

The same writer gives the following sketch of the painter's career:

"Henry Ossawa Tanner is a native American, the son of Bishop Benjamin T. Tanner, of the African Methodist Episcopal Church. He was born in 1859. He studied at the Pennsylvania Academy of Fine Arts under Thomas Eakins. For three years he taught art at Clark University, Atlanta, Ga. He showed such great talent that a few friends encouraged him to go abroad. With their financial assistance he went to Paris, and soon distinguished himself as a pupil of Jean Paul Laurens and Benjamin Constant. From 1896, when his paintings received honorable mention in the French Salons, up to the time that the French Government purchased two of his paintings for the Luxembourg, his career has been a series of successes. He has won medals at the Paris Exposition of 1900 and the Pan-American Exposition of 1901; also the Walter Lippincott Prize, Philadelphia, in 1900, and the Harris Prize of Chicago. His paintings enrich the Wilstach Collection, Philadelphia; the Carnegie Institute, Pittsburg; the Pennsylvania Academy of Fine Arts, and the Chicago Art Institute. He has settled in Paris for professional purposes, and is there held in the highest honor by his fellow craftsmen and the art-loving public. His two paintings which have been purchased by the French Government for the Luxembourg collection are entitled 'The Resurrection of Lazarus' and 'The Two Disciples.' Here he is found in the company of distinguished American artists, among them Whistler and Sargent."

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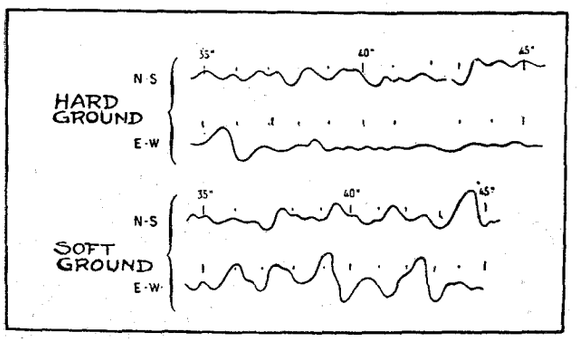
HOW TO BUILD IN EARTHQUAKE ZONES

THE proper method of construction and the best materials to resist earthquake shocks have been subjects of discussion for many years, and the recent great earthquake season through which we have been passing, and which counts among its victims San Francisco, Valparaiso, Jamaica, and the Italian cities, emphasizes the value of a correct solution of the problem. An article contributed to *L'Illustration* (Paris, January 9) sets forth the present state of knowledge on the subject. Its author, Mr. F. Honoré, says:

"To determine the best conditions of resistance to earth-movements, it is indispensable to know well the forms and phases of these movements. The greater degree of perfection of seismographs has enabled us to register mathematically the slightest



PORTIONS OF EARTHQUAKE CURVES OBTAINED IN HARD AND SOFT GROUND AT TOKYO, MAY 3, 1884.

shocks; the various effects of the cataclysms have been demonstrated and analyzed with rigorous methods; finally, the Japanese have invented a 'shock-table,' that is, an apparatus supporting a masonry model of great size, which they cause to sustain shocks of variable intensity and speed. Thanks to thousands of observations, and also to the experimental verification of data furnished by calculation, we are at last beginning to obtain a few principles of security which we shall now examine briefly. . . . . .

"The question first presents itself, how, in a region exposed by its geographical situation, to shocks of earthquake, shall we choose the least dangerous sites? Observation teaches that, other things being equal, soft and non-coherent soils are more dangerous than compact and strong ground, altho certain particular cases have given reason to affirm the contrary.

"The curves shown herewith, obtained in Tokyo on May 3, 1884, show the unequal violence of oscillations imprest on different kinds of ground. Along this line the official investigation of the San Francisco disaster has brought out the considerable influence of the site on the damage done, and the commission has given the following scale, in the order of increasing danger:

"1. Bedrock, on the slope of a hill.

"2. Valleys between the spurs of hills, filled little by little with the natural débris of the slopes.

"3. Dunes.

"4. Artificial ground made by filling in.

"In short, buildings should be erected only on solid ground. The direction of the streets in relation to the most frequent course of earthquake waves is also of great importance, as has been shown in California.

"But it can not be said that in general cities should be built on hills rather than on plains; everything depends on circumstances of direction, etc., and on topographic or geologic peculiarities, forming a complex whole. Altho plains are generally more shaken than mountains, it is because they are oftener of soft ground."

Taking up the question of the structure of buildings, the writer notes that two systems prevail: supple and light constructions, more or less elastic, which have been recommended from the most ancient times; and solid and compact edifices whose methods of construction earthquake experts have not yet finished studying. Of these he says:

"The traditional house of the Japanese artizan resists earthquake shocks less than is generally believed. It is often displaced, overturned, more or less deformed or dislocated. Its great lightness and simplicity make its loss, of course, as small and as tolerable as possible for its owner, but this kind of architecture serves only for the dwellings of the very poor.

"After a long study, the Japanese committee has worked out types of wooden construction, of which we show a model herewith. . . . It has been attempted to secure great cohesion and mutual strengthening of elements, so as to obtain the greatest resistance to deformation, with the aid of the natural elasticity of wood. . . . . .

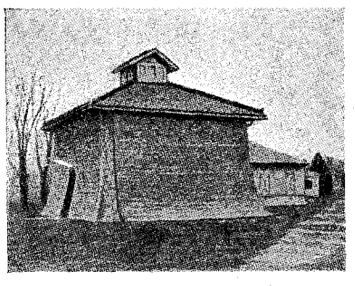
"Let us now examine buildings made of heavy materials. A wall is destroyed in two distinct ways: by cracking or by overturning, according as the shock reaches it at its side or at its foot. . . . We may guard against both by giving walls the greatest possible cohesive strength. Here we must consider two elements —profile and materials.

"According to the calculations of Omori . . . we should give to walls a parabolic outline, which gives them equal resistance to overturning at all heights. A small observatory at Tokyo, built on this principle, has resisted well, and many Japanese bridges are built on parabolic piles; but this style is not generally adaptable. . . . . .

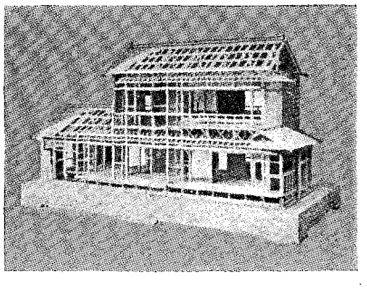
"Pounal asserts that the Roman monuments owe, in great part, their preservation, after centuries of earthquake, to the fact that their foundations are on solid rock. Japanese experiments confirm this, for it has been noted that the seismic movement is notably greater at the surface of the ground than at the bottom of wells 10 to 25 feet deep. It is therefore proposed to make deep and solid foundations and to remove the adjacent earth so that it can not transmit vibration to the wall.

"As for materials, cut stone is dangerous; . . . the Japanese experts recommend channeled brick fitting into each other; but the difference in density and weight between the bricks and the mortar tends to break them up under shock. Metallic bands are objectionable for the same reason."

What then shall be used? The answer, according to Mr. Honoré, is—reenforced concrete. He notes that as long ago as 1877 a French engineer, Lecasse, announced that the ideal building in an earthquake country should be monolithic—rigid and heavier at base than at top altho not devoid of elasticity. Reenforced concrete fulfils these conditions exactly and recent earthquakes, especially in San Francisco, have confirmed Lecasse's opinion."



JAPANESE OBSERVATORY WITH PARABOLIC WALLS AND FREE ROOF.



MODEL OF COTTAGE RECOMMENDED BY JAPANESE EARTHQUAKE COMMITTEE.

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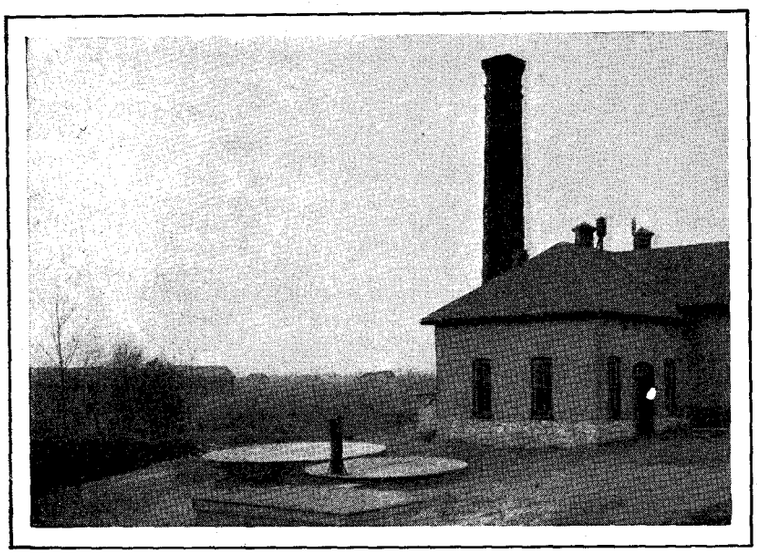
WATER-PURIFICATION BY OZONE

ALTHO widely known in Europe, the purification of water by ozone has made little headway in this country, on account of the cost of operation. This obstacle has now been largely removed by improvements in the machinery. Mr. S. H. Hart tells in *The Electrical Review* (Chicago, January 9) of a small plant installed in the town of Lindsay, Ontario, where 1,500,000 gallons



THE PURIFYING-PLANT AT LINDSAY, ONT.
The first municipal ozone-purification plant on this continent. It purifies 1,500,000 gallons of water daily at a cost of 51 cents a million.

a day are purified at an initial cost of $7,000, with the expenditure of not more than ten horse-power. The ozone, as is customary in all processes of this kind, is produced by the action of a high-tension electric discharge on the oxygen of the air, but the air is handled and comprest to deprive it partially of its moisture entirely by the action of the flowing water itself. The compression takes place in an underground chamber into which the air is forced by the aspirating action of the rushing current, and it is then sent through the ozonizers under pressure and forced into the water to do its work of oxidizing impurities and killing harmful germs. Says Mr. Hart:

"This development is of especial interest to small electric-power plants, since it offers a new field for development and consumption of power in small units in many of the large cities in conjunction with the water-works system. Practically no water-works is too small to install such a plant, and, while the current consumption is small, it is, as a general thing, absolutely continuous and would naturally be obtained from the lighting service of the town in preference to the installation of an individual plant for this purpose. Its development in this country, however, is only in its inception, but the general use of ozone for a number of purifying purposes has received a tremendous impetus by virtue of this development and practical application."

The process is described in more detail in another article as follows:

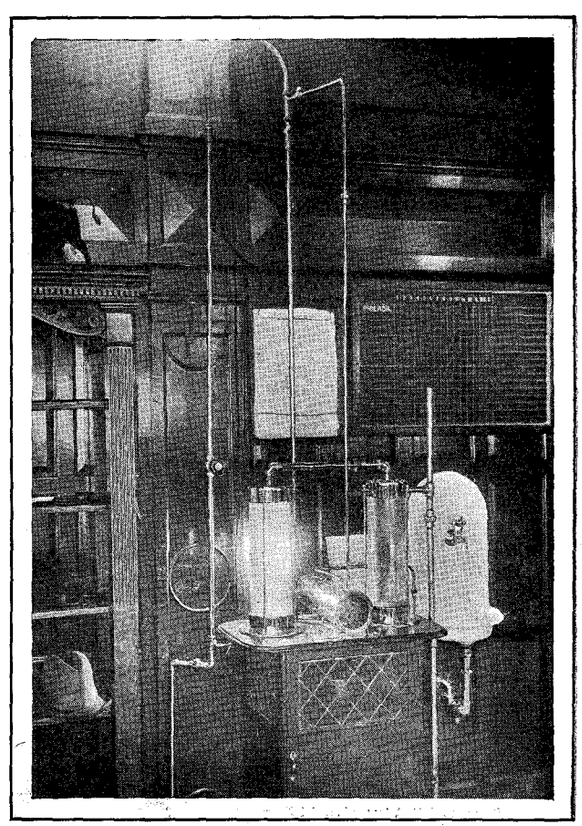
"In the apparatus shown in the illustration, direct or alternating current (usually of 110 volts) is taken from the ordinary electric-light circuit and by a transformer is stept up to about 8,000 volts. This high voltage produces in the ozonizer, a box containing alternate plates of aluminum and micanite, a silent electric discharge, converting the ordinary atmospheric air drawn through the ozonizer into ozone.

"The water to be treated flows, under its own pressure, from the city mains through the pipe to its highest point, and in descending the water draws the ozone, by means of an aspirator, from the ozonizer, the water and ozone thoroughly commingling. This action is constant during the progress of the water in its downward descent into the glass sterilizer where the ozone ascends in millions of minute bubbles, coming into intimate contact with every particle of the water and completely destroys all the disease-producing bacteria contained in the water. The ozonized water then finds an outlet at the top of the sterilizer and may be conducted into any suitable storage-receptacle for future use.

"The reason for this destruction of the bacteria by the ozone is very simple. Chemical analysis of the bodies of bacteria show that they are made up of about 84 per cent. of water and 16 per cent. of solids. Of these solids more than half is made up of carbon. The strong affinity of oxygen for carbon is well known. Ozone, being a concentrated form of oxygen, has an even greater affinity for carbon; and the moment a bacillus comes in contact with a bubble of ozonized air the carbon of its body combines with oxygen, and the bacillus is consumed as completely as if it had touched a flame. Indeed, the process is analogous to that of combustion. Just as tho burnt up nothing remains of the bodies of the bacteria but carbonic-acid gas which partially rises to the surface of the water and passes off into the air, and is partially taken up by the water. This gives to it its brightness and pleasant taste."

HOW CONCRETE BRIDGES MAY FAIL—Apparently concrete, popular as it is, does not always meet with success as a constructive material. Highway bridges with steel trusses and reenforced-concrete floor-slabs have been built in considerable numbers in the last few years. The solid floor has notable advantages in permanence, rigidity, and reduction of vibration, but the dead load is greater, so that overloading must be avoided. Says *Engineering News* (New York, December 31) in an editorial on this subject:

"Several recent accidents . . . point out a danger, peculiar to this type of bridge, which must be guarded against if the type is



SMALL WATER-PURIFYING PLANT.
This little plant will purify 4,000 gallons of water a day.

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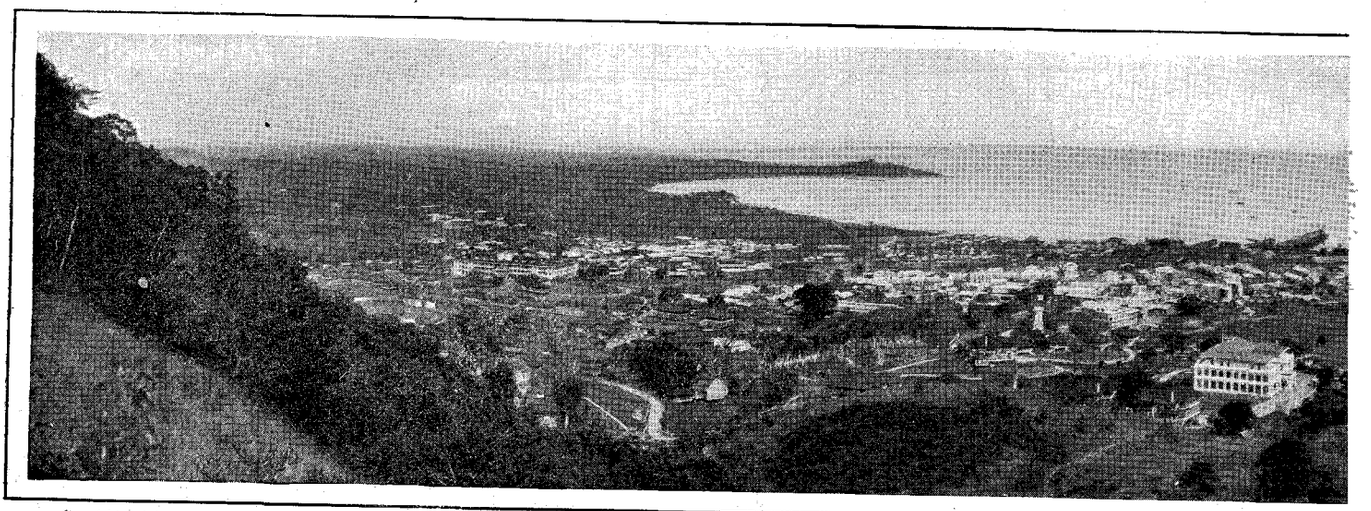

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LOOKING OUT TO SEA OVER T

Part of the Ancon hospital buildings are seen on the left, and beyond them, the Tivoli hotel. To the right of the center, is

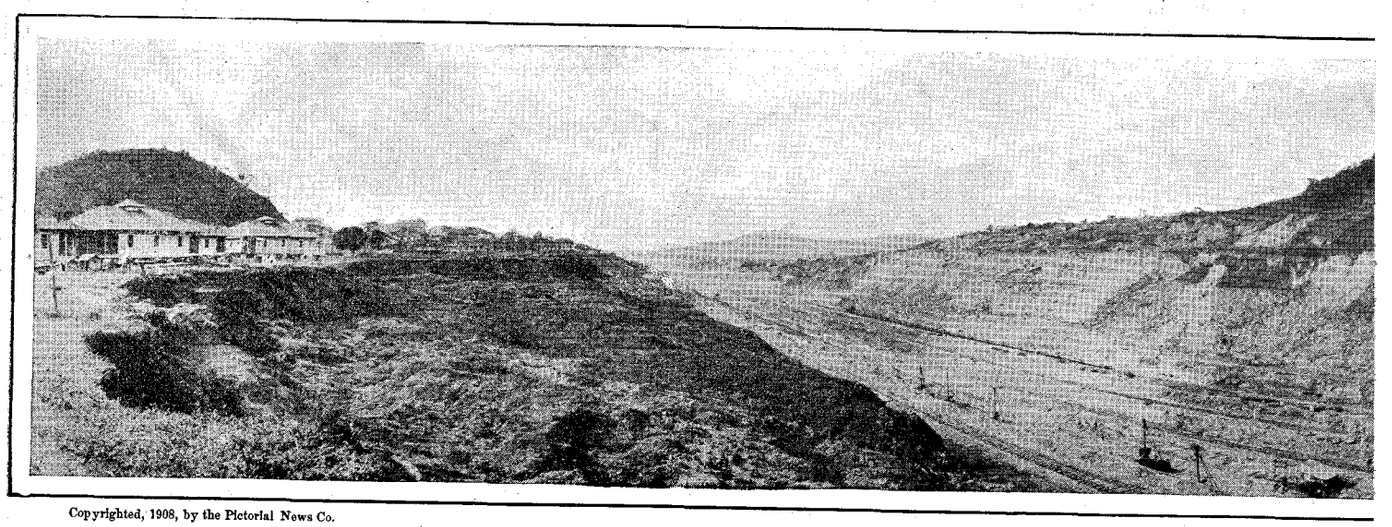
to prove satisfactory. We refer to the possibility that the structure may be overloaded by excessive thickness of concrete or macadam or both. Within less than three months, two new bridges collapsed from this cause. One was not yet completed, the concrete work being still in progress; the other had been completed only a short time. The second of the two cases, the more interesting of the two, may be summarized briefly as follows: the plans specified a concrete floor six inches thick, but the company's erecting foreman, in the laudable desire to do a specially good job, put on more concrete than called for, making the floor at least eight inches thick on the average. Thus, when the bridge company turned over the bridge to the authorities, it already had an excess of weight amounting to 20 or 25 pounds per square foot of floor. Then came the town authorities with their road gang, to put on gravel surfacing. The design provided for three inches of gravel; the road men were lavish with their material, however, and put on an extra thickness, crowning up to about 12 inches at the middle, and thus adding 40 pounds unnecessary load. The total excess of dead weight then was 60 pounds per square foot, over half the entire provision for live-load (100 pounds per square foot). It will not be surprizing that when a heavy load came on, the bridge fell down.

"To prevent the recurrence of just this state of affairs in another case is difficult if not impossible. Still more difficult is it to make sure that the annually repeated road-repair work will not result in adding quite materially to the load. We must remember that the customary 100-pound live-load provision affords only a small margin for overweight; an extra layer of stone or gravel cuts down the live-load capacity very quickly."

CRITICISMS OF THE PANAMA CANAL

TWO books in definite criticism of plans and methods at Panama have recently appeared—one by an American engineer, Lindon W. Bates, and one by a Frenchman, Philip Bunau-Varilla. From a review of these in *Engineering* (London, January 22) we get a British view of the enterprise. This paper thinks we are fortunate in the fact that criticism of the project has fallen to men superior to the usual class engaged in journalistic disclosures. Our critics are men having an intimate knowledge of the conditions involved, and regarded as responsible authorities on such subjects, and more than one such man, our English reviewer asserts, has not feared to draw attention publicly to what he considers radical mistakes at Panama. The writer in *Engineering* does not hesitate to join in the fray, for he does a little criticizing on his own account, charging that the later efforts of the French company were purposely belittled by Americans at the outset of our régime, in order to make our own work appear more difficult and more praiseworthy. To quote:

"The chief interest in both Mr. Bates's, and in M. Bunau-Varilla's, book is now to be found in the discussion of the plans of construction. Both have much to criticize. Both are strongly opposed to the 85-foot-level project with locks in flight. Both are against the huge Gatun dam. Mr. Bates holds that the under-



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THE PANAMA CA

This photograph gives a better idea of the enormous scope of the undertaking than any that has yet appeared.

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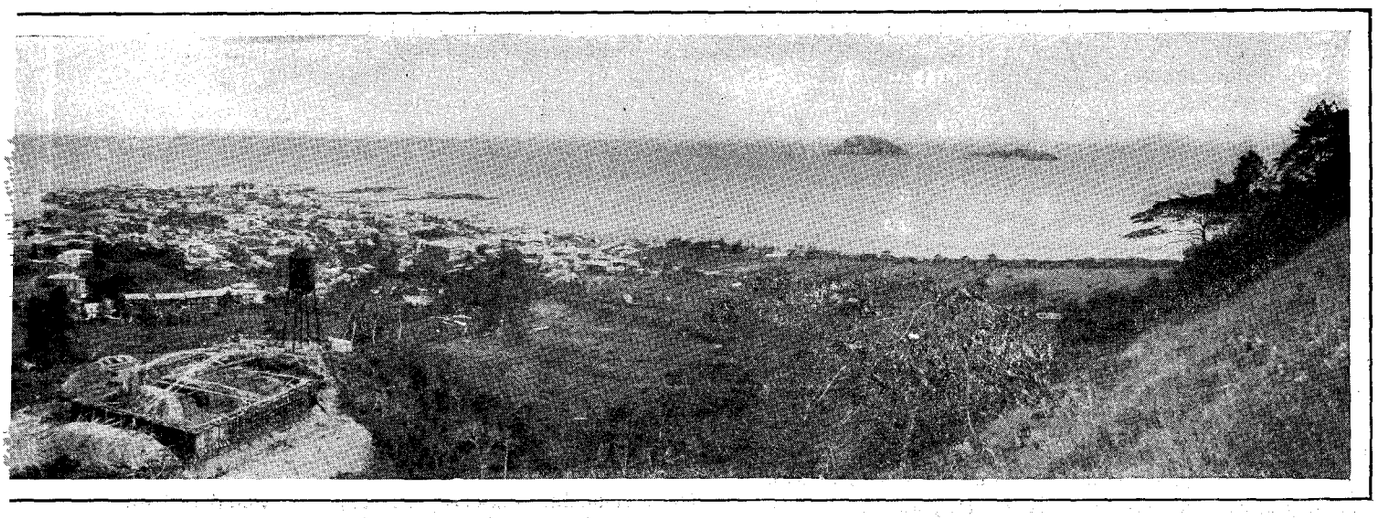


OF PANAMA FROM ANCON HILL.

n reservoir, completed in two months. At the extreme right are the islands that mark the Pacific end of the canal.

ground flow of water is so great at the place selected for this dam that under the great working-head percolation will ultimately result in its destruction. Altho this view has been officially controverted in the latest annual report, it is mentioned that piling is to be driven to curtain off the ground flow. But Mr. Bates draws attention to the fact that borings have proved the main underground channel to extend to a depth of 268 feet, and the report does not contemplate anything more than piling in shallow depths.

"The latest report also states that during the year with which it is concerned it was decided to increase the usable length of the locks to 1,000 feet, and their width to 110 feet. When the total length of each lock was given as 900 feet, Mr. Bates voiced an appeal for a usable length, and margin, of 1,000 feet. When the Government project provided a width of 90 feet, Mr. Bates was advocating 115 feet width. Similarly, depth has been increased to 40 feet, a figure advocated by Mr. Bates for a long time. These and other changes may be mere coincidences, but they at least serve to show that many of Mr. Bates's arguments are reasonable.

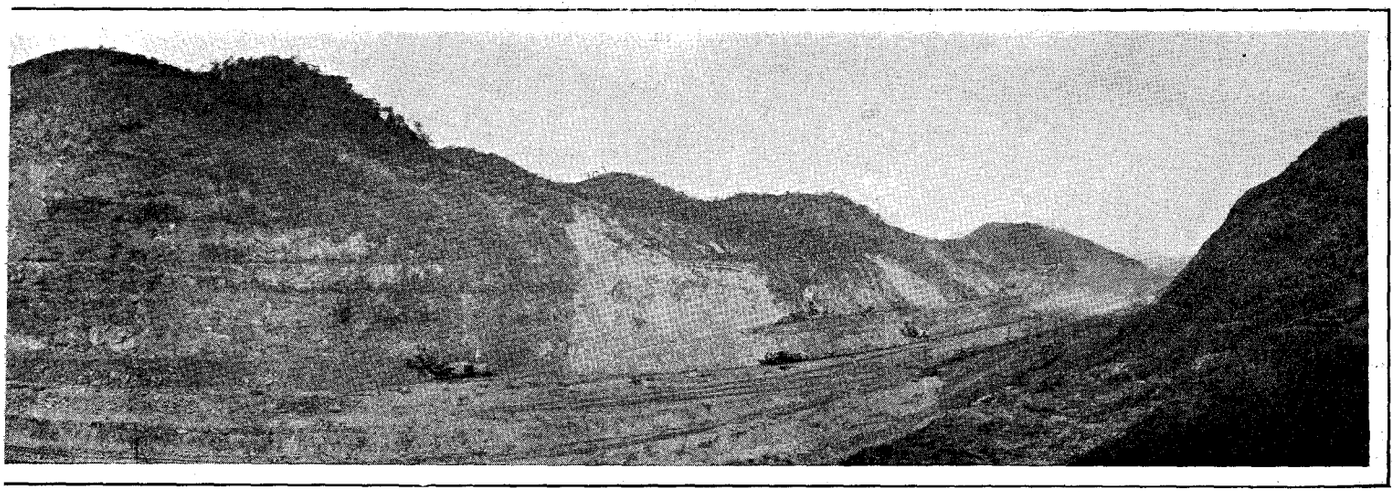
"Alterations have now been made in the lock arrangement at the Pacific end of the canal; and, in fact, as the work proceeds, so are changes introduced, until many of the chief features of the 'Minority's' original scheme are now wanting. Whether or not the new commission will suggest a modification of the whole of the 85-foot project remains to be seen. A public protest has already been lodged by M. Bunau-Varilla against the selection of the new commissioners as already proved to be prejudiced, for they have, apparently, all exprest views in favor of the present plans. In view of the changes already introduced in the plans, and of probable difficulties of the future unless the plans are still further modified, Mr. Bates's book is well worth reading, as is also that compiled by M. Bunau-Varilla."

THE FASTING FAD

WHENEVER a drug or a method is found beneficial in any case, experience seems to show that there will always arise, sooner or later, a prophet to proclaim that this drug or this method is a cure-all. Those who eat too much (and their name is legion) are benefited by fasting, and so we might have expected voices to be raised in advocacy of a "fasting cure" for all ills. In *Good Health* (January) Dr. J. H. Kellogg gives some reasons to show why fasting can not be thus universally beneficial, and why it may even be injurious and dangerous. He says:

"The fasting fad is growing. Perhaps it is not doing much harm, as on the whole we eat far too much, and the total abstinence of a few will bring the average amount of food consumed per capita a little nearer the rational standard. But many spend money and time, to say nothing of the inconvenience experienced, only to meet disappointment in the end. I am constantly meeting patients who have fasted one to four weeks without experiencing relief of any sort.

"There is benefit to be gained by fasting. There is no doubt of that. But there are some dangers and inconveniences which may well be avoided if possible. Hence it is well to avoid the fast as



)UNDING GOLD HILL.

)f the ditch may be appreciated by comparing it with the steam shovels and railroad trains that seem almost lost in it.

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a routine measure and to seek to accomplish the same ends by better and more rational means. . . . . .

"It is held [by advocates of the fasting-cure] that the blood becomes impure through overfeeding, and that hence fasting is the rational remedy. This theory has the virtue of simplicity, at least; but unfortunately it is not backed up by either authoritative laboratory research or reliable clinical observations. Such sweeping generalizations are always hazardous, and are never justifiable unless warranted by wide investigations and most profound research.

"It is, of course, true that the blood is the heating agent of the body, feeding and cleansing the tissues. It is also true that the blood is replenished by the ingestion of food. But the supposition that fasting is the only means of purifying the blood is a serious error. Indeed, there is evidence from the experience of fasters that fasting actually increases the pollution of the blood."

In fact, the fasting cure consists, Dr. Kellogg assures us, in producing acute intestinal poisoning by crippling the action of the intestines, then sitting down to wait until the body in some way or other manages to overcome the obstacle. He goes on:

"Think of waiting for forty days for the tongue to clear off and a malodorous condition of the body to disappear. By proper management of the antitoxic method of diet and treatment this should be accomplished in a week or two and without the risks and hardships of the fasting method. The number of cases of 'biliousness' and allied maladies cured by this method without fasting is many thousand, which is a sufficient demonstration of the value of the method.

"The object claimed for the fasting method is that it cleanses the body and the alimentary canal in particular, by withholding food and so starving out the germs.

"Unfortunately for this theory, it is not fully supported by the facts. The truth, as we have pointed out, is that the conditions are made more favorable for intestinal putrefaction by the retention of the intestinal secretions, by the exclusion of air, and by the exclusion of fruits, the starch and sugar food elements which hinder putrefaction and are of the greatest service in cleansing the intestine. When the antiseptic and germicidal properties of fruits were unknown and the antitoxic properties of rice and other cereals not dreamed of, fasting was naturally resorted to for the cure of 'biliousness' and allied conditions. But now that the light has come and a better method has been worked out, why should we revive this ancient and clumsy method?"

FLYING FOR FUN—The hope of "conquering the air" lies in making the aeroplane popular for sport, says a contributor to *Country Life in America* (New York, January). He goes on:

"I believe that the coming year will see the beginning of its use in sport. Popular as the automobile is, there are always young men who are willing to try something else. I know some of them personally. They are already talking of going into aeroplaning, and it will not be at all surprizing to see fifty or a hundred machines in use over the country next fall.

"Aeroplaning is particularly and exclusively a country sport. It is impossible to fly in city or town, leaving danger out of consideration. For a young man of good physique and nerve, with fair athletic judgment and presence of mind, the aeroplane offers an opportunity for recreation that has just enough of the spice of danger and the very maximum of the 'rapture of pursuing' in it. The man who has at his disposal a country place with a considerable stretch of meadow, or of meadow with flat fields near by in which he can make a safe landing, can learn to fly in a short time with no great danger. A smooth driveway about two hundred feet long gives an ample runway for the start, using an aeroplane with bicycle wheels. Then he can fly over meadows and fields, keeping near the ground, and not going too high until keeping his machine under control has become a second nature to him.

"He will find flying the king of sports. Even at the very beginning the sense of resting on the air while you glide over it is one without a parallel. Then, when little puffs of air tip your machine and you must balance on your wings, there is another opportunity for exercising the faculties of tense muscle-control that the athlete who has trained his nerves and muscles together can appreciate to the full. Every nerve and every muscle in the body is on duty.

"Perhaps the aeroplane may be improved until it will balance automatically. Some inventors are claiming that this can be done. The men who take to the flying-machine now will get the satisfaction of overcoming these difficulties themselves."

DOES IT PAY TO GIVE UP STEAM?

THERE is a general impression that the abandonment of steam in favor of electric traction, in New York and elsewhere, is an unqualified success. So it is, doubtless, from the engineering standpoint, and from that of public comfort. But it appears to be otherwise from a financial standpoint—at least, so we are assured by *Engineering News* (New York, January 14). Discussing a statement by President Mellen to the effect that electric traction is more expensive than steam, that paper concludes that he is substantially correct, and goes on to say:

"However notable from an engineering point of view the achievements in electrification of the terminal lines entering the Grand Central Station have been, it must be admitted that the results are not highly gratifying from an investment standpoint. A comparison of the present prices of New York Central and New Haven stock with those that prevailed before the transformation to electric operation was undertaken, is not a strong argument for the relegation of the steam-locomotive to the scrap-heap. It may be said that the introduction of electric traction had become a necessity under the conditions of the lines terminating in the Grand Central Station; but even if this be admitted, it follows that some similar necessity should be well established before railways terminating in other cities are compelled to undertake similar enormous outlays.

"The idea is far too prevalent with the public, and even with some of the bodies which have been given legal power of supervision over railway companies, that any expenditure which can be forced upon the railway companies is so much gain for the public. Never was there a more absolute fallacy. In the long run, the cost of every bit of railway improvement must be paid for by those who buy tickets and ship freight. Economy in the administration of our railways is just as important in the interest of the general public as if the railways were actually under government ownership.

"Admittedly, there is a certain nuisance inseparable from the operation of steam-locomotives through a city particularly when, as too frequently is still the case, the line runs through streets at grades; but in dealing with such cases of nuisance, we must always keep in mind the greatest good to the greatest number. If a change involves a capital expenditure of one or two or five million dollars, it ought to be well established that proportionate benefits are to result, justifying an expenditure of such a large amount."

The writer will not even admit that the interest of the traveling public lies entirely with electric traction. He supposes, for example, that the desires of Philadelphia and Baltimore and Washington were all gratified, and trains were operated within their limits solely by electric locomotives. To quote:

"A through train from New York to Washington then would start out with an electric locomotive from the New-York terminal, would change to a steam-locomotive in the outskirts of Newark, would change to an electric locomotive as it neared Philadelphia, would again change to a steam-locomotive as it passed beyond that city, would have two more changes on either side of Baltimore, and a final one as it approached Washington. In other words, for the run from New York City to Washington, six changes of locomotives would be required. Even with the best management these half-dozen changes would consume a very considerable amount of time. As regards the operating-expense, too, it must be borne in mind that the introduction of electric traction on a short section in the neighborhood of a city will entail increased cost, with hardly any offsetting economies.

"It will be said, of course, by electric enthusiasts, that the solution will be found in the complete equipment of the line for electric operation throughout. While this may perhaps come in time, there is no immediate prospect that such a change would be financially practicable or desirable."

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HOW THE BRITISH REGARD POE—AND AMERICA

GOOD may have come out of Nazareth, but the British can not understand how a genius like Poe could have come out of the United States. America, having long accepted rebuke from foreign sources for her neglect and inappreciation of Poe, has waited to learn something from her critics. The centenary is rightly the occasion for the concurrent voice to make itself heard, and the foreign press have naturally accepted the opportunity. There is a bewildering display in the English journals of insolence, acrimony, and contradiction. The occasion is seized not so much to praise poor Poe as to make pitying remarks about the American people. In this Mr. G. Bernard Shaw, in an article in the London *Nation*, seems to be the most outspoken. His motives, however, are questioned by *The Academy*, with whose editor Mr. Shaw lately had a heated personal controversy. The editor of *The Academy* thinks it plain that Mr. Shaw can have had neither a "literary motive," nor a "philosophical motive," nor a "sociological motive" in writing his article. He wrote it, this editor implies, to advertise himself in America, where he is "dear to the cultivated, enlightened, democratic ring-tailed American" as the "guy who hoodooed Shakespeare." Mr. Shaw's chief bid for notoriety as a critic of Poe is this passage in his article in *The Nation*:

"There was a time when America, the land of the free and the birthplace of George Washington, seemed the natural fatherland for Poe. Nowadays the thing has become inconceivable. No young man can read Poe's works without asking incredulously, 'What the devil is he doing in that galley?'

"America has been found out, and Poe has not. That's the situation. How did he live there—this finest of fine artists; this born aristocrat of letters? Alas! He did not live there; he died there and was duly explained away as a drunkard and a failure, tho it remains open to question whether he really drank as much in his whole lifetime as the modern successful American drinks without comment in six months.

"If the Judgment Day were fixt for the centenary of Poe's birth there are among the dead only two men born since the Declaration of Independence whose plea for mercy could avert a prompt sentence of damnation on the entire nation and it is extremely doubtful whether these two could be persuaded to pervert eternal justice by uttering it. The two are, of course, Poe and Whitman."

The Academy goes on to say that if Mr. Shaw really "believes that his article on Edgar Allan Poe is a serious contribution to criticism, we can only say that he has succeeded in proving at the end of his own pen that he is the very worst critic in the world."

Even the London *Spectator* takes Shaw instead of Poe as its point of departure, and arrives at this general estimate of the "greatest American literary genius":

"In *The Nation* last week there was a paper by Mr. Bernard Shaw, who appears to be much surprized that Poe should have come out of America, as tho the very recognition of the existence of genius did not at once deprive us of all ground for surprize at its conditions. Why should not Poe come from Boston as well as Shakespeare from Stratford-on-Avon, or Tennyson from Lincolnshire, or De Quincey from Manchester? But America, we are told, is not worthy of Poe, and only two men born since the Declaration of Independence could avert the everlasting condemnation of that erring country if they could and would speak for her. One of them is Poe himself, and the other is Whitman. Mr. Shaw does not even say two men of letters. So, because Poe is insufficiently appreciated in America, as we admit he is, that country—the country of Lincoln, and J. R. Lowell, and Oliver Wendell Holmes, and Emerson, and Thoreau, and Hawthorne, and Lee (greater even in defeat than in victory), and Jackson, and Grant, not to mention Longfellow and Whittier (who provoke too much controversy with Americans for our liking, and whom we shall therefore place *hors concours*)—is to be eternally damned. Yet several of the names we have mentioned are linked to great human causes, and were borne by men of world-shaking character and purpose. Poe was a man without character, tho his guilt was probably slight, for he was a weak vessel; and he can not seriously be made a pretext for the condemnation of his country. He left his countrymen what was in its way a splendid legacy, tho really irrevelant from Mr. Shaw's point of view—brilliant exercises in material ratiocination (his stories are often nothing less) and verses of which the technical finish haunts every ear that has heard the sound of them. That is much; but it is an inhuman and perverse judgment which discovers in Poe the springs of truly great writing; for he was without the finest human motives on the moral side, and, for all his art, without the greatest and noblest of those resounding harmonies of which Milton and Shakespeare hold the secret."

The Saturday Review thinks "the United States was the worst possible place for Poe," but also admits, "even tho we exclude from consideration the apocryphal conduct which has been attributed to him, that he could scarcely have been comfortable or happy or successful, in the lower sense of the term, in any country." This journal goes on to cast doubt on the statement that his "most beautiful trait was his devotion to his cousin-wife, Virginia, née Clemm," and retails a list of entanglements that began, it says, when "she was scarcely in her grave." It asserts that "his works perhaps have a more universal appeal than those of any other American writer," but "his strong individuality inevitably led him into mannerisms, which he had not sufficient self-criticism to check." These are pointed out in both Poe's verse and prose. His critical essays have not, thinks *The Saturday Review*, received all the attention they deserve, tho "no doubt they concern, for the most part, American productions which have mercifully passed from memory." But Mr. V. St. Clair Mackenzie, writing in *The Outlook* (London), finds it "strange," even "confounding in a way, to listen to Poe discussing the principle of poetry." He argues from this that Poe "never dreamed of claiming a place among the poets." The same facts that form the basis for all these foregoing judgments lead the London *Standard* to observe that "there may have been greater literary geniuses in the nineteenth century; it is doubtful whether there was a greater artist," and the London *Times* asserts editorially:

"It is certain that he was an industrious, methodical, and conscientious artist; indeed, too conscientious to make a living; for he would write nothing without making it as good as he could, and for his best he was often paid no more than if he had been the most slovenly hack. In fact it was his virtues rather than his vices that destroyed him. He might have endured life hardily enough, if he had not been determined to do no bad work, and if he had not loved his wife so passionately through eight years of illness that, when it ended with her death, he was a broken man."

Both *The Times* and *The Standard* lament the poor wages Poe was able to earn, the latter saying: "For his poems he got next to nothing; he thought himself lucky to obtain £20 for 'The Gold Bug,' perhaps the finest story of its kind ever written." In another column we give some account of the literary wages of Englishmen of to-day. *The Times* points out this similarity between Poe and Rossetti:

"They were romantic writers because they were ill at ease in their own times, and reacted against all their circumstances. This reaction was what they exprest in their art, and it was worth expressing, for they were right to be discontented with a world in which there was but little beauty or disinterested love of it. Since they were starved of the experience of beautiful things, they imagined a beauty that often seems unreal and feverish from the intensity of their baffled desire for it. But that was rather the fault of their age than their own fault. Their morbidity was not peculiar to themselves, but a symptom of a general disease, of which only they and others like them were conscious. Because they lived in a world unhealthily indifferent to art, they thought too much perhaps about artistic processes. They were esthetic fanatics, just as moral fanatics appear in times of general profligacy."

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ROBBERS OF MEN'S BRAINS

"THE Vampire," a drama which has been running in New York and Chicago, is very generally hailed as containing an interesting idea. As described by *The Globe* (New York) the play is "constructed to prove that individuals whom men call geniuses are in many cases in possession of a power of absorption which enriches their own brilliancy at the expense of others, and leaves those whose thoughts they assimilate depleted victims of their weird hypnosis—like the vampires of old, who drank the blood of living creatures in their sleep." This play, it is pointed out, forms one in a series of plays dealing with metaphysical subjects, such as "The Road to Yesterday" and "The Witching Hour," that have been successful in recent seasons; and, like its predecessors, "it arouses a peculiar interest in the occult power of the human mind, and, like them, exercises over the audience a singular fascination." The play is the work of Edgar Allan Woolf and George Sylvester Viereck, based upon a novel of the same name written by the latter. This is an outline of the story:

"*Paul Hartleigh* lures bright young men to his house, keeps and feasts them, and malignantly strips them of the vitality of their thoughts and inspirations by the weird magic of his mesmeric touch.

"There is hardly anything more of the story than this, save a rather cleverly interwoven love-story between *Hartleigh's* ward, *Allene Arden*, and *Caryl Fielding*, *Hartleigh's* latest victim. This is a young author who becomes the helpless creature of the intellectual vampire preying upon his mental vitality during his stay under *Hartleigh's* roof. Poets, painters, and sculptors alike have thus been drawn into the destructive vortex of the vampire's power, and become squeezed lemons of no further productive use in their field of endeavor.

"Those who have no profound faith in the power of mind to perform miracles will be disinclined to believe in the possibility of such phenomena, and to these the play may not appeal. With the widely aroused public interest in this question, 'The Vampire' seems opportune, for it puts the whole problem of mesmerism upon the stage in a compact theatrical form. The dramatic tension is skilfully created in the vague suspicions of *Caryl Fielding*, after having passed three months under *Hartleigh's* roof in a vain endeavor to write a novel, that some mysterious power is tapping his imagination and creative energy.

"*Hartleigh* has made the mistake of allowing his passion for *Allene* to betray him. The sensitive young girl, who is in love with *Caryl*, has experienced a strange revulsion of feeling against her guardian in consequence, and when *Caryl*, not daring to mistrust his benefactor, makes a confidante of *Allene*, and tells her of the sinister ban resting upon his inventive powers ever since he entered the house, she surmises the truth, and arranges to spend the night in her guardian's house to watch. With *Caryl* falling into a torpid sleep on the lounge, the vampire is heard behind a wall. *Allene* conceals herself. A secret door opens, *Hartleigh* enters, and, lightly placing his hand on the sleeping youth's forehead, the watching girl beholds him in the act of interpreting the glowing thoughts which irradiate from the mind of his comatose victim.

"The end of the play is perhaps not just what we expected, and yet it is not disappointing in a restricted theatrical sense. Perhaps we are led to expect a more dynamic solution than the quiet, almost dispassionate disquisition of his motives and account of the development of his power of absorption, which *Hartleigh* condescends to give to *Allene*. But the novelty of the theme is so striking, the literary style on the whole so commendable, and the dramatic treatment so craftsmanlike, that 'The Vampire,' tho it presents the anatomy of genius in the repellant aspect that Lombroso himself could not have surpassed, will rank as one of the remarkable plays of the year."

Not all commentators agree upon the literary merits of the piece. Mr. Clayton Hamilton in *The Forum* (February) makes this amusing comment:

"The piece is written with that elaborateness of language which is customary with young authors before they calm down into style. Much of the talk is oppressively esthetic. Great names are juggled with and rehearsed in catalog. 'Homer, Shakespeare, Balzac,' some character begins; and the auditor is fain to add, 'Albany, Schenectady, Utica, Syracuse.' A sense of humor on the part of either of the authors would have improved the play in more ways than one."

LINCOLN'S "PURPLE PATCHES"

THE conviction that the man who made the Gettysburg speech must have done other things almost equally worthy of memory and celebration has moved Mr. Montgomery Schuyler to make a search through all the published writings and speeches of Lincoln in the hope of finding other things of the same rhetorical quality. The search reveals other eloquent passages, recorded in the "Messages of the Presidents," but these passages the writer finds to be "purple patches"—not merely "more elaborately embroidered pieces of the surrounding tissue," but bits truly "sewed on." Mr. Schuyler omits, however, to mention the famous letter to Mrs. Bixby which President Roosevelt quotes in the February *Review of Reviews*. Reference is made to the "first inaugural" as containing a supposed specimen of Lincoln's eloquence that, he declares belongs, at least in its inspiration, to Secretary Seward. It happens to have come from the Secretary because the speech was submitted to his judgment before its delivery. Mr. Schuyler, writing in *The Forum* (February), gives this account of the peroration of that speech:

"Those who recall it at all will be apt to cite it to you as an example of Lincoln's eloquence. Seward himself was perhaps the foremost dialectician and even more clearly the foremost rhetorician of his party, a far better exemplar of the use of the English language than, for example, Charles Sumner, with his tropical and Corinthian rhetorical exuberance. Here is Seward's draft for that peroration:

> I close. We are not, we must not be, aliens or enemies, but fellow countrymen and brethren. Altho passion has strained our bonds of affection too hardly, they must not, I am sure they will not, be broken. The mystic chords which, proceeding from so many battle-fields and so many patriot graves, pass through all the hearts and all the hearths in this broad continent of ours will yet again harmonize in their ancient music when breathed upon by the guardian angel of the nation.

"And here is Seward's contribution, as retouched and adopted by Lincoln, as it stands in the text of the First Inaugural:

> I am loath to close. We are not enemies but friends. Tho passion may have strained, it must not break our bonds of affection. The mystic chords of memory, stretching from every battle-field and patriot grave to every living heart and hearthstone all over this broad land, will yet swell the chorus of the Union, when again touched, as surely they will be, by the better angels of our nature.

"Lincoln's version will be admitted to be an improvement. That 'I am loath to close,' as who might say 'let me plead with you yet awhile longer,' is a masterly rhetorical touch. At the same time his docility as to the volunteered contribution to a performance with which he had taken so much trouble, and about which he might have been expected to cherish a paternal pride and sensitiveness, shows him to have been without literary vanity. . . . . .

"Possibly it was Lincoln's docility in this question of mere form which encouraged Seward's appointment of himself to the position of mentor to the uncouth Western Telemachus, and helped to bring about in him the delusion that the pupil who had been so amenable in a matter of style would be equally amenable in things of substance. His undeception was rapid and complete."

The Emancipation Proclamation, we read, preserved a "pedestrian gait" and is "as dry a recital as the most technical of courts could have required or the most technical of conveyancers have produced." There is, however, one "purple patch," and this seems to have been furnished by Salmon P. Chase. Says Mr. Schuyler:

"Here is the passage. To save space, the three words added by Lincoln to Chase's draft are enclosed in the first parenthesis, and the ten words deleted from it by Lincoln in the second:

> And upon this act, sincerely believed to be an act of justice warranted by the Constitution (upon military necessity), (and of duty demanded by the

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circumstances of the country) I invoke the considerate judgment of mankind and the gracious favor of Almighty God.

"Without doubt the deletion is an improvement in all senses. Without doubt the interjected reservation was politically and legally demanded. But, rhetorically, how awkward it is, how careless of form, how careless of the popular impression the proclamation was meant to produce. Indeed, how destructive the awkward interjection might have been, had public opinion been more evenly balanced and not, by that time, been exerting an irresistible pressure upon the President. As to Lincoln's magnanimity, this acceptance of Chase's emendation to the Emancipation Proclamation speaks even more emphatically than his acceptance of Seward's emendation to the First Inaugural. For from the day when Chase entered the Cabinet to the day when he left it to take the Chief Justiceship, he was a thorn in the side of his chief. Nor was his chief's magnanimity repaid in his case, as it was in the case of Seward, by a corresponding magnanimity on his side. At any rate, the absence of 'literary vanity' on the part of Lincoln had here its most crucial exhibition."

The peroration of the second annual message is cited as perhaps "very nearly its author's best," notwithstanding the fact that "instead of being the culmination and summary of the reasoning of the argument, heightened into rhetorical loftiness by the reasoner's own emotion," the peroration "is extraneous, almost irrelevant, to the preceding argumentation." He quotes and comments:

"I omit the frequent italicization of the original, which really adds nothing:

> Fellow citizens, we can not escape history. We of this Congress and the Administration will be remembered in spite of ourselves. No personal significance or insignificance can spare one or another of us. The fiery trial through which we pass will light us down, in honor or dishonor, to the latest generation. We say that we are for the Union. The world will not forget that we say this. We know how to save the Union. The world knows that we do know how to save it. We—even we here—hold the power and bear the responsibility. In giving freedom to the slave, we assure freedom to the free—honorable alike in what we give and what we preserve. We shall nobly save, or meanly lose, the last, best hope of earth. Other means may succeed, this could not fail. The way is plain, peaceful, generous, just—a way which, if followed, the world will forever applaud and God must forever bless.

"The fairly well-read English reader will, of course, be reminded by those first three sentences of the expression of the like thought in the conclusion of Burke's summing-up against Warren Hastings, a composition which it is highly unlikely that Lincoln had ever seen:

> A business which has so long occupied the councils and the tribunals of Great Britain can not possibly be huddled over in the course of vulgar, trite, and transitory events. . . . My Lords, we are all elevated to a degree of importance by it; the meanest of us will, by means of it, more or less become the concern of posterity.

"How satisfactory to one's patriotic pride to find that the utterance of the unschooled American comes out so well in comparison with what one may plausibly call the masterpiece of the most consummate rhetorician who has ever as an orator handled the English language. While in the fourth sentence the American forges in his heat the brand-new metaphor of the illuminating torch lighted by the 'fiery trial.' It is worthy of Burke, worthy of anybody, and quite at the highest level of Lincoln."

President Roosevelt prefers to quote, as at once a specimen of style and an example of Lincoln's greatness of heart, the letter to Mrs. Bixby. He says, after referring to the numberless necessary occupations of a President in war times, that—

"It is a touching thing that the great leader, while thus driven and absorbed, could yet so often turn aside for the moment to do some deed of personal kindness; and it is a fortunate thing for the nation that in addition to doing so well each deed, great or small, he possest that marvelous gift of expression which enabled him quite unconsciously to choose the very words best fit to commemorate each deed."

The letter follows:

> EXECUTIVE MANSION,
> WASHINGTON, NOV. 21, 1864.
>
> *To Mrs. Bixby, Boston, Mass.*
>
> DEAR MADAM: I have been shown in the files of the War Department a statement of the Adjutant-General of Massachusetts that you are the mother of five sons who have died gloriously on the field of battle. I feel how weak and fruitless must be any word of mine which should attempt to beguile you from the grief of a loss so overwhelming. But I can not refrain from tendering you the consolation that may be found in the thanks of the republic they died to save. I pray that our Heavenly Father may assuage the anguish of your bereavement, and leave you only the cherished memory of the loved and lost, and the solemn pride that must be yours to have laid so costly a sacrifice upon the altar of freedom.
>
> Yours very sincerely and respectfully,
> A. LINCOLN.

LINCOLN IN A PLAY.

This scene represents Mr. Benjamin Chapin in his play, "Lincoln at the White House." This play is running at the Garden Theater, New York, in a series of matinees. Besides Lincoln, the characters represented in the cut are Mrs. Lincoln, Kate Morris, Lincoln's niece, General Hood, Lincoln's military adviser, and Kate Morris' soldier sweetheart.

PROFITS IN FICTION—The "superstition" is common in the trade that the publishing and retailing of fiction is the most profitable part of the business; but, asserts *The Publishers' Weekly* (New York), "nothing could be further from the truth." Still, under this apprehension the industry has immensely increased. For 1908 the records show more than three hundred volumes in excess of the production of fiction in any previous year. Much of this is American fiction, we are told, and the remark is made that "no country in the world is turning out such an avalanche of fiction as America." This journal goes on to comment:

"A novel that sells by the hundred thousand is of course profitable; but to promote such a sale there is enormous expenditure, and the 'big seller,' especially of the second rank of success, is often a snare to the unwary publisher. He does not make out of it as much money as the big figures indicate, and it is apt to draw him into ventures which more than wipe off the profit on the great successes. The house which was notable for its success in handling the 'big sellers' did not find this class of publication so profitable as it seemed, and has put itself on a sounder basis by refraining from pushing sales to the extreme. Thousands of volumes of novels have gone to the clearance sale or scrap-heap because of the overproduction of fiction which the 'big seller' induced. . . . . .

"It is greatly to be lamented that so large a number of the works of fiction of the past year obtained their sale because of other than their literary qualities—the salacious novel, whether under guise of a problem novel or straightforwardly objectionable, formed too large a proportion of American fiction publication last year. Doubtless money was made from some of it—but this is money

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that ought not to be made. It may be that these things, as is suggested, go in waves; and it is devoutly to be wished that the way of salacious fiction may be over.

"The publishing and bookselling trades are on their solidest basis when they deal with solid books, books that are books, books that are good for sale next year if they are not sold this year. We trust this will be kept before the mind of publishers and booksellers in the year of grace 1909."

HARDSHIPS OF ENGLISH GRUB STREET

MR. HALL CAINE tells us that he earned only $1,500 during the first year of his novel-writing. As he looks back upon it now it seems to have been a "stiff struggle," and he tells the story of his "modest earnings" in his memoirs, "thinking it may cheer the beginner who is trudging through the dark ways of the literary life, knee-deep in disappointments." The story is reproduced by *The Bookman* (London, January) together with comments from a number of contemporary writers, none of whom can see just where the stiffness of the struggle lay. The editor himself reminds us "of Hood; of Stevenson's modest beginnings; of poor Gissing's difficult career," and of the recently asserted fact that "the largest sum George Meredith has ever received for a novel is £400." Mr. Caine, who at the time referred to lived in Liverpool, tells this hard-luck story:

"I had been working on *The Mercury* for some time at about £200 a year, eked out by perhaps £100 more from *The Athenæum* and *The Academy*, when I began to write my first novel. Soon I found myself crippled by want of leisure, and was compelled to realize that I must either abandon my hope of becoming a novelist or curtail my energies—and therefore my earnings—as a journalist. It was a serious crisis, for, taking my heart in both hands, I had married in the mean time, and had other responsibilities. But after serious deliberation with my wife, hardly knowing where we were or what leap in the dark we were making, with infinite misgiving and most natural if ludicrous nervousness, I wrote to my editor in Liverpool asking him to reduce my salary!

" . . . My salary was reduced by half, and I wrote and published my first novel. Then my modest success as an author emboldened me to think that I could live without journalism at all; and having ceased to write on *The Athenæum* and *The Academy* from a conviction that the man who wrote books had no right to review books, I resigned the remaining half of my position on *The Mercury*. . . . Meanwhile, however, I was casting my bread on the waters with rather reckless prodigality, for it was not immediately that my fiction made up to me for the loss of journalism. I had been paid £100 for my first story as a serial, but when I came to publish the book all I could get was £75 for the copyright out-and-out. For my second book I fared only a little better; and for my third, my first Manx story, 'The Deemster,' which contained the work of a laborious year, plus the Manx lore acquired during eighteen years of my youth, I received £150 in all."

Sir Gilbert Parker observes apropos of this heartrending story that "there are a great many people who would not think £300 a year represented much anxiety or an unusual combat with circumstances." Mr. F. Frankfort Moore admits that "compared with the sums earned by Mr. Hall Caine by the publication of a novel nowadays, £175 is, of course, paltry; but compared with what the majority of authors have made out of a first novel it is not, I venture to think, absolutely contemptible." Mr. Edgar Jepson "would not undertake to find, in a six months' hunt, three young novelists who began by making £300 a year." It is his experience that "not one beginner in twenty makes £60 out of his first novel." He thinks that £20 is the average sum. Mr. Charles Marriott, author of "The Column," writes:

"When I wrote my first novel, my wife and I with two children were living not uncomfortably on £150 a year. This took me from nine till six every day to earn by a fairly exhausting occupation, so that I had only the evening for writing. I sold my first novel outright for £25. As it promised to be something of a success my publisher very good-naturedly offered to break the agreement and give me a retaining fee of £60 a year for two years on condition that I gave him the first refusal of the novels I wrote in that period. So that for my first novel I may be said to have received £145—conditionally. I believed, and still believe, that I was exceptionally lucky.

"A small legacy enabled me to accept my publisher's offer and give up my employment. For the next two years my actual earnings by writing amounted to £366 13s. 1d. This sum represents two novels, twelve short stories, the same number of miscellaneous articles, and a little reviewing."

Another confession is given by "a very well-known and now popular novelist" whose name is withheld. His story is "much less rosy than Mr. Hall Caine's." We read:

"I had fifteen years' experience of provincial journalism, and I know that it is quite common for junior reporters to be paid from 25s. to 35s. a week. Multitudes of really clever men are receiving not more than £2 a week, and thinking themselves lucky if they get £2 5s. or £2 10s. For five or six years I did all sorts of work on a provincial daily for 35s. a week. When I got £2, and had to do reviews of books and occasional leading articles, I thought myself in clover. I always felt that my ledger was in the future. For a number of years I was the correspondent of *The Times* and of another London daily in a great provincial town; at the same time I was on the regular staff of a provincial daily, and I was becoming known as a writer of stories in the magazines, yet I never earned from all these sources more than £150 a year. For my first book I got £10. The book that made my name as a novelist brought me in about £200, and I never got a penny of this sum till ten months after publication. A great deal of extravagant nonsense is talked about the earnings of newspaper men, and it is time somebody told the truth. It is a glorious profession, and I look back upon my journalistic days with real affection, for they formed the most interesting period of my life—far more interesting than being slated by critics!—but it is the hardest of all trades and for the labor exacted the least well paid. This does not mean that newspaper proprietors are mercenary slave-drivers. The competition is tremendous and becomes more pressing every year. Many young fellows go into journalism as tho they imagined it was an earthly paradise. It is an everlasting grind, and must be. You are met on all hands by strong, persistent competition, and must keep yourself up to the mark. For twelve years I suppose my average day's work would be from twelve to sixteen hours, and it is the most nerve-exhausting work in the world. You need a constitution of iron, the patience of a saint, and the courage of a martyr. There is no room for young Faint-heart in journalism. . . . It does not follow, as is too often imagined by indolent fellows who nurture very delusive dreams of a 'soft time' (which authorship never is), that every journalist is a potential novelist. This is the curse of many. They read about the vast earnings of Mr. Hall Caine and others, and thinking that story-writing is very easy they allow visions of fame and fortune to enervate them into feeble and uninteresting journalists whom no editor wants. If they will do their work earnestly and well as newspaper men, they will make more assured any higher literary destiny that may be coming to them."

The hard conditions that obtain in the English Grub Street are happily not duplicated in America. It would be interesting if some magazine would follow *The Bookman's* method and let us know as honestly what they are. It might either help to square the literary field with other fields of profitable enterprise, or discourage aspiring talent from entering it at all. The latter course is taken by Mr. John Oxenham in this symposium. He says:

"The struggle has undoubtedly got stiffer since Mr. Hall Caine's early days. If any one who is contemplating attempting a living out of writing wishes to read what I believe to be a true account of the weariness of the strife that may be involved thereby, let him turn to George Gissing's 'Private Papers of Henry Ryecroft,' which he can procure anywhere for sixpence. He sums up his own feelings in these grim words: 'With a lifetime of dread experience behind me I say that he who encourages any young man or woman to look for his living to "literature," commits no less than a crime. If my voice had any authority, I would cry this truth aloud wherever men could hear.'

"Mr. Gissing was possibly somewhat pessimistic at times, but there is, without doubt, truth in his pronouncement."

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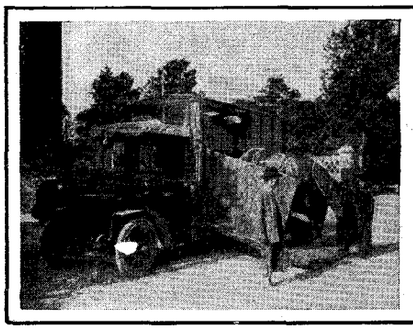
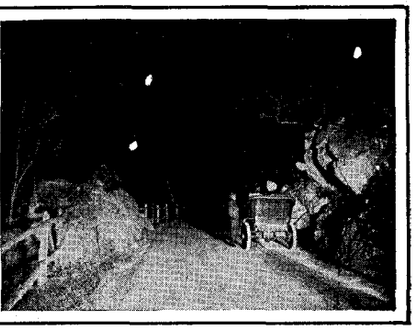


A MOTOR-CAR USED IN FRANCE FOR TRANSPORTING HORSES.

A TYPICAL ROAD IN CORNWALL.



MOTORING AT NIGHT IN ENGLAND.

MOTOR-TRIPS AND MOTOR-CARS

LESSONS DRAWN FROM THE SHOWS

With the passing of the season's notable automobile exhibitions, lessons in many quarters have been drawn from them. It is now generally seen that at least the experimental stage in the making of cars has become a thing of the past, and that efforts toward standardization are in full activity. Along with this, are to be observed distinct tendencies toward economy in weight and power, noiselessness in action, ease of motion, and charm of outward appearance. Since 1898 the output of cars in this country has increased from 239 to 52,000—an increase further to be considered with reference to importation last year valued at $28,000,000. It is estimated by manufacturers that, in the year 1909, the American output will reach 75,000 cars. Summarizing the recent Madison Square Garden show the New York *Times* says:

"There are on display 117 complete gasoline cars, 28 gasoline chassis, 19 motor business wagons, 5 motor business chassis, 3 taxicabs, 6 steam-cars, 1 steam-chassis, 37 electric carriages, and 5 electric chassis.

"The body construction shows a great variety. There are 27 passenger touring-cars, 23 five-passenger touring-cars, 3 two-passenger runabouts, 8 three-passenger runabouts, 10 four-passenger runabouts, 21 toy tonneaus, 17 limousines, 8 landaulets, 4 town cars, and 2 special types.

"Taking up the question of motors, it is found that there are 138 water-cooled, 7 air-cooled, 140 of the four-cycle type, and 5 of the two-cycle type.

"In cylinder construction there is also considerable diversity, there being 25 six-cylinder models, 116 four-cylinder, 3 three-cylinder, and 1 single-cylinder. These motors are cast as follows: 96 of them in pairs, 41 separately, 6 of them en bloc, and these it is expected will be a feature of the next show, as they are the mechanical novelty of this show. Then there are also two cars with the cylinders cast in threes.

"The jump spark still leads in ignition, there being 125 cars with this system shown, and there are twenty cars using the make-and-break ignition system. Dividing the ignition-systems up still further, there are 48 cars using the double-jump spark system, 56 the dual, and 21 the single system. Seventy-five of the cars have high-tension magnetos, 15 of them use low-tension magnetos, 79 of them use storage batteries, and 59 of them dry cells.

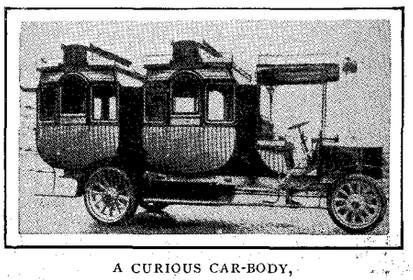
"In clutches it is still a tie between the cone and the multiple-disk, each type being used on 56 different cars. The expanding clutch is used on 22 cars and the contracting on 10.

"The selective gear is the most popular in transmission devices, 131 cars using the selective type as compared to 13 using the progressive. The planetary system is used on only one car. The location of the gear-sets varies a little, altho on 126 of the cars it is a separate unit, five cars have the gear-set combined with the crank-case, and 14 of them show the gear-case mounted on the rear axle."

Alexander Schwalbach discusses more at length some of these points in an article contributed to the New York *Evening Post:*

"The show has revealed the fact that the standardization of automobiles and the apparent finality of construction has taken out of it the question of engineering, and added to it the question of manufacturing and producing automobiles in large quantity. The show has also revealed the fact that automobiles must be sold because they are not now bought, and by this is meant that the maker and dealer must go after the user, and that the tendency is always toward lower prices, especially when automobiles are made in large quantities at a popular price, and the great problem of the makers is to increase the quality and decrease the price at the same time.

"The mechanical tendencies are along direct lines, and are easily noticed. They show that the single-cylinder motor and the two-cylinder horizontal-opposed motor are used only on low-priced cars, and that the four-cylinder water-cooled motor is the popular car of the day, and that while the six-cylinder construction is holding its own, it has not gained anything, and that the future of the six-cylinder motor lies in the production of this type in medium- and high-powered sizes. The air-cooled car is more than holding its own in the hands of the great maker who controls the fundamental patent rights on it, and the same thing may be said here of the steam-car, and the two-cycle motor, these three propositions being such exclusive ones that no other maker can enter the field, altho the two-cycle motor is largely used in motor-boat practise.



A CURIOUS CAR-BODY,
Fitted inside with folding card-tables. In use in Belgium.

"Another great feature of the show was to use tires of larger diameter and larger cross-section, and some day we may expect to see automobile wheels ranging in diameter from forty to forty-four inches as an extreme size. Their first cost will be enormous, but the car will ride easier, and the life of the tires will be longer, but this will bring with it another problem, for the raising of the wheels means the raising of the center of gravity, and this must be overcome, which may possibly be done by the use of an underslung frame, as is already produced by one maker.

"The show also revealed the fact that a 30-horse-power car was a popular one, altho this term 'thirty' as used by the makers is a very elastic one. The horse-power might range, as it did in one car, from twenty-four, and in another to forty-four, and still be called a 'thirty.' There was also a notable tendency shown, and which was also notably prevalent at the big shows abroad, to limit the production of high- and over-powered cars, which are dangerous on our roads on account of their excessive high speeds."

The coming of the cheap but serviceable car is generally heralded. This is seen to have become more and more possible as progress has been made toward standardization. When the ideal car of this class shall have been produced—a car of simple type that does not require special mechanical aptitude in running it—and when the expense of maintaining such a car has been further reduced, the same paper believes "there will be no limit to the automobile market." It notes as signs of the coming of this desideratum that already there are cars at $500 and $750 on the market "that give excellent service," and that there has been in tires an extraordinary drop in prices, in some cases from $96 to $37."

REFUSALS TO RACE IN EUROPE

Commenting on the signing by leading French and German builders, ten in number, of an agreement that they will not participate in any long-distance speed-contest in or outside of France in 1909, *Motor* remarks that the effect of this on the American Grand Prize Race during the coming year "is a matter of speculation." Inasmuch as the agreement carries with it a forfeiture penalty of 100,000 francs, it is hardly likely that any concern would care to risk this amount in addition to its entrance fees for the privilege of competing in a race in which the chances of winning are at the best problematical."

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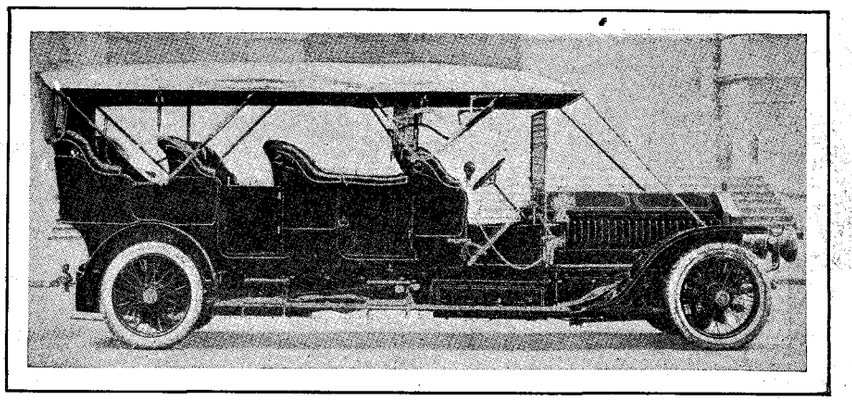

A CAR THAT SEATS ELEVEN PERSONS.
Built for service in India; its length, 21 feet, its horse-power, 120.

It will be remembered that several weeks ago announcement was made that there would be in France this year no Grand-Prix races. At once representatives of the Anjou country, where the race was to be held next summer, who had already raised 100,000 francs as a contribution toward the expenses, objected that these ten makers were not representative of the whole industry, and that the Anjou interests should not thus be ignored. Yielding to this protest, the racing-committee agreed that if a minimum of forty entries should be secured by December 31 the Grand-Prix race would be held. On December 31 nine entries only had been sent in and all of these were of French cars. The consequence was an official declaration that the Grand-Prix race would not be held in 1909. *Motor* remarks how this decision is likely to affect international and other racing:

"Aside from the fact that the makers having signed the agreement will naturally stand aloof, it is doubtful whether the other European builders will build racing-cars this year, considering the disappearance of what was generally acknowledged the most important international race of the season. This will considerably reduce the available field in any of the events on the racing-calendar, especially so as the limitations of the international rules for 1909, already agreed upon by the recognized clubs of all nations, participating in the sport of automobile racing, preclude the use of racing-cars built for previous races. Even the winning cars in the 1908 Grand Prix are ineligible.

"The condition imposed by the racing-committee relative to the necessity of forty entries by December 31 was in France generally considered as prohibitive. It was explained that forty entries were necessary to secure a sufficient amount in fees to cover the organization expenses. What certainly was the result of prejudice in favor of the abolition of the race was the hurried date of closing of the entry-list. This date was officially announced on December 9, leaving only twenty-two days for the interested makers to decide upon a question as important as the payment of a large sum in non-returnable entry fees and the investment of the considerable capital which the construction of three to five special racing-cars represents. It should be remembered that the practise up to the present had been to leave the entry-list open to a month or six weeks before the holding of the race.

"Closely connected with the Grand-Prix question was that of the light-car race, which, as was the case last year in France as well as in America, was to be run in connection with the big-car race. The makers of small cars unanimously demanded that their race be held, notwithstanding the abolition of the Grand Prix. The reply of the Automobile Club of France was that the two races were so intimately related that the suppression of one necessarily meant the suppression of the other. This fact concentrates the French interest of the season in light-car racing upon the 'Voiturette Cup Race' organized by the Paris daily paper *L'Auto*, for June next."

All the same, and despite the agreement, it is believed that there will be the usual Paris show in the coming winter. That opinion now prevails in Paris. The agreement "will be ignored, even tho there is a penalty attached." The builders opposed to shows are expected "to good-naturedly occupy the best spaces in the 1909 Salon as they have always done in the past."

FEATURES OF THE NEW CARS

In giving a general survey of new cars for the year 1909, *Motor* declares that "three things stand out prominently"; these are "the unusually large number of really high-grade models at moderate prices. The extensive adoption of the magneto as a source of ignition current, and the increased proportion of shaft to side-chain-driven cars. Each point is discust in the article referred to, which was written just before the opening of the two recent great motor-car exhibitions."

"In regard to the first it can be said that not only are there a greater number of companies this year who specialize on cars of approved design, of high-class material and workmanship which sell for a moderate amount than ever before, but certain makers who have hitherto given all their attention to the production of cars among the higher-priced, have brought out smaller, lower-priced models which embody all the excellence of design, material, workmanship of their larger models. The art of motor-car building has advanced by long and rapid strides during the past two years with the result that it is possible to-day to make a car to sell well within the 'middle register' of prices which is equal to, yes, who will say it is not better, in every respect than the car of a few years ago which sold for twice the sum? But for a company to specialize in a car of the type we have in mind there must be a very great demand for it. Demand there is, without question, and the car is made to meet it and it is because of this demand, come partly as a reaction from over-powering and consequent over-pricing in the past and partly through the steadily growing demand for motor-cars, that certain makers of bigger, higher-priced cars, have entered the field with the 'specialists' in this line, on a somewhat smaller scale.

"Undoubtedly this is magneto year. A large majority of the chassis-models are fitted regularly with this source of electric energy for their ignition systems. Most of them carry batteries, either storage or dry, for starting and emergencies, but the mechanical generation of electricity is depended upon chiefly rather than the chemical.

"Shaft-driving is now very considerably in the lead over its old rival, the side-chain system. The advocates of the shaft were made glad when it was adopted this year for the first by some few makers who had hitherto kept religiously to chains. This year there will not be a single side-chain-driven chassis-model selling between $1,000 and $4,000, exhibited at the Madison Square Garden. At the Grand Central Palace, among the American cars, there will be but five out of the seventy-three chassis-models selling within these price limits which are so equipped. There are still, however, two sides to this as to every other question, and

(*Continued on page 262*)

RESULTS OF A FIRE IN KENT, ENGLAND.
Fourteen cars in ruins. The garage destroyed that of Huntley Walker, a racing motorist.

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You Who Know All About Automobiles

You who know all about carburetors — magnetos — transmissions — lubricating systems—Do you know *all* about *tires?* Do you know why one tire blows out at 2,100 miles, while its running mate stands up for 12,000 or 15,000?

If you lack proper tire knowledge, your tires are apt to cost you more than your engine—more than your gasoline—more than all the other outlays your motor car demands.

Please understand, first, the difference between a **moulded** tire and a **wrapped tread** tire.

The moulded tire is built up, layer by layer, on an iron core. Over it is clamped an iron mould. And, when the heat of the curing process is applied, that rubber expands—and, in expanding, forces a perfect union between the various layers of rubber and of fabric.

In building up that tire on the iron core, a skilled workman lays fabric on fabric, rubber on rubber. It is a feat of dexterity.

Yet, skilled as he may be, he cannot wholly avoid wrinkles, irregularities, uneveness, which, under the pressure of curing, multiply themselves into **hidden** weakness and defects.

Some tires, instead of being cured on an iron core, are cured on an **air bag.**

The term "air bag" is really only another name for an inner tube—an extra strong inner tube. When the air bag has been inserted in the built-up tire, strong tape is wound around it, and then it is cured in live steam.

The advantage of the wrapped tread process is that the air bag, full of compressed air, smoothes out those wrinkles and irregularities and prevents those hidden weaknesses and defects.

The advantage of the wrapped tread process is, for this reason, immeasurable. But there is one disadvantage:

The tire made by this process does not get the **terrific squeeze** that the moulded tire gets when the heat expands it between core and mould—the squeeze that forces the rubber into the fabric, making a perfect union between fabric and rubber. In losing that squeeze, it loses durability, strength, unity—which more than offset the fact that the wrapped tread tire can have no hidden wrinkles or unevenness.

Obviously, the tire you ought to have is one that is built up on an iron core—**squeezed** the same as a moulded tire—and **finished** on an air bag to smooth out the irregularities. Such a tire would be costly to its makers. It would combine the expenses of making a moulded tire and a wrapped tread tire.

Yet in spite of the added cost, there is one tire made in just this way—**only one.** It is the Goodyear.

The Goodyear Quick Detachable costs **you** only a trifle more than the common moulded tire with its inevitable hidden defects—only a trifle more than the wrapped tread tire with its inevitable weakness.

The Goodyear Quick Detachable, because it combines the best of the two processes, and does away with the shortcomings of both, will cost you less per mile to run than any other tire which can be made.

This one point of superiority is reason enough why the Goodyear Quick Detachable can be expected to outwear tires of any other make. But there are other reasons—other superiorities.

The Goodyear Quick Detachable is, for example an **oversize** tire.

That is, the 4-in. size is nearly a 4½-in. tire—and other sizes are oversized in proportion.

The Goodyear tire is made larger than the specifications call for. It is simply 15% larger, and 15% better than any other tire marked the same size.

There are countless other Goodyear superiorities.

There is, for instance, the Goodyear rubber-rivet breaker-strip, which makes it impossible for the tread to split or peel from the carcass of the tire. This exclusive Goodyear device, protected by patent, deserves a full page of description here.

But it is cited merely as one of the Goodyear superiorities—superiorities which extend from the raw materials to the workmanship—from scores of exclusive Goodyear processes to the Goodyear piano-wire tape described elsewhere on this page.

You want proof: There are in New York City 1,000 taxicabs.

More than on any other one thing, the profit of the taxicab business depends on keeping down tire expense.

The owners of the 1,000 taxicabs in New York City tried all the experiments possible to try. They measured the values of the tires they tested purely by the cost per mile by the service they gave.

The taximeter, you will understand, checked up by the cash receipts, told the mileage of the tires unerringly, indisputably. And the result of the cold-blooded test is that:

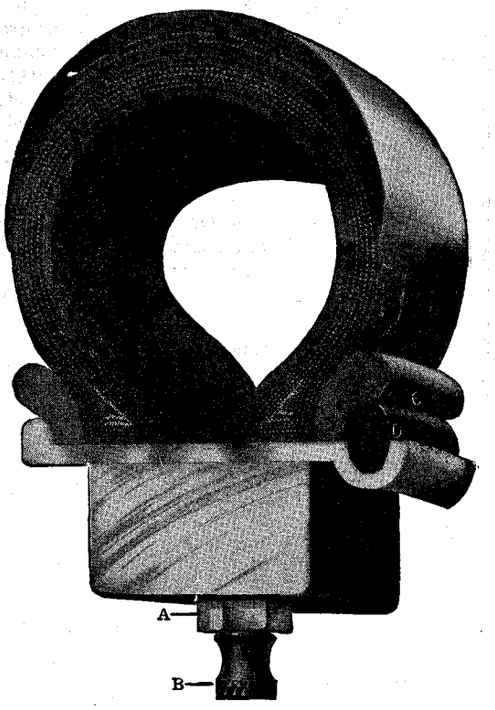
Today, 800 out of the 1,000 taxicabs in New York, operated by several competing companies, have contracted for Goodyear tires to be used exclusively.

These 800 taxicabs are doing 60,000,000 tire miles a year. More than 1,000,000 tire miles a week!

GOODYEAR

AKRON, OHIO.

How Tire Nuisance and Expense May be Avoided



To take off the Goodyear Quick Detachable Tire on Universal Rim in 60 seconds, use any small wrench to loosen nut "A." Do the rest like this: Push valve stem "B" up into the tire, press outer flange ring "C" inward—lift out locking ring "D," slide ring "C" off and then the tire. Put it back same way. Sixty seconds either way.

Notice the ends of the piano-wire tape surrounded by heavy black rubber in each foot of the tire. This piano-wire tape is an exclusive Goodyear feature. Its value is that the tighter you pump your tire the tighter this tape holds the tire on the rim.

No more tire pumping! With a Goodyear small steel air bottle, you can automatically inflate your tires in a few seconds to the exact pressure that is best for them. The bottle is carried in a box under the seat. Simply attach the tube from the bottle to the tire, open valve, and the tire will speedily inflate with pure air to the pressure required.

Any woman or child can inflate a tire in this way.

The Goodyear Air Bottle costs only $15 for the small size and $20 for the large size, filled with compressed air. It will be refilled without cost for two years. When the bottle is empty, simply turn it in at any of our stores and receive free a new bottle, ready charged. You exchange the empty bottle for a new charged one instantly—no waiting necessary. Each bottle will fully inflate four to thirty-five tires, according to their size. It will partially inflate many more.

And what is true of the taxicabs of New York is equally true of the taxicabs of Boston, of Washington—of practically every large Eastern city where taxicabs are used. Eight out of every ten of them are using Goodyear tires exclusively. Think of that, you who have blindly groped at the tire problem—you who have bought tires wholly by hearsay!

A hundred times more than can be explained in a page like this, you will find in our book, "How to Select an Auto Tire." Send for it now. It is free.

The Goodyear Tire & Rubber Co., Liberty St., Akron, O.

"I want to know more about tires. Send on your free book, "How to Select an Auto Tire."

Name.....

Address.....

The Goodyear Tire & Rubber Company, Liberty St., Akron, O.

Branches and Agencies: Boston, 261 Dartmouth St.; Cincinnati, 317 East Fifth St.; Los Angeles, 932 South Main St.; Denver, 28 West Colfax Ave.; Philadelphia, Broad and Fairmount Aves.; New York, 64th St. and Broadway; San Francisco, 506 Golden Gate Ave.; Chicago, 80-82 Michigan Ave.; Cleveland, 2005 Euclid Ave.; Milwaukee, 188-192 Eighth St.; St. Louis, 2935-7 Olive St.; Buffalo, 719 Main St.; Detroit, 251 Jefferson Ave.; Pittsburg, 5988 Centre Ave.; Omaha, 2010 Farnam St.; Washington, 1026 Conneticut Ave.; Atlanta, 90 North Pryor St.; Louisville, 1049-1051 Third St., New Orleans, 706-716 Barrone St.; Memphis, 181-185 Madison St.; Dallas, 111 North Akard St.; Baltimore, 991 Park Ave.; Kansas City, 16th and McGee Sts.; St. Joseph, 316-24 N. Second St.; Indianapolis, 208-10 S. Illinois St., Providence, 366 Fountain St.

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"The Truth is Mighty and Will Prevail"

MICHELIN

"as usual" **LEADS**

At the Grand Central Palace MICHELIN tires were shown on over 30% of *all* cars exhibited—the remainder being divided among fourteen makes of tires. MICHELIN had *more* than the two nearest competitors combined.

At the Paris Salon there were 1126 MICHELIN tires on show cars while the nearest competitor had but 656.

Such predominance on ***two*** Continents is rather significant of the esteem in which MICHELIN tires are held by ***all,*** and quite an ***emphatic*** endorsement of MICHELIN quality and worth.

Remember, what ***seems*** cheapest at the time of purchase is often ***dearest*** in the end. MICHELINS cost something more in the beginning but ***justify*** it in the test of service.

MICHELIN

MILLTOWN, NEW JERSEY, U. S. A.

BRANCHES

NEW YORK, 1763 Broadway — 247 Jefferson Ave., DETROIT
CHICAGO, 1344 Michigan Ave. — 2001 Euclid Ave., CLEVELAND
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Print Your Own

Cards, circulars, book, newspaper. Press $5. Larger $18. Save money. Print for others, big profit. All easy, rules sent. Write factory for press catalog, type, paper, etc.
THE PRESS CO., Meriden, Connecticut.

"GO"

2 to 25 miles per hour—30 miles on 1 gallon gasoline.

AS FAR AS YOU LIKE

—Up hill or through mud.
—At prices right to suit you for a

BLACK MOTOR RUNABOUT

Guaranteed every way—Safe—Dependable—Handsome finish—Most durable materials and workmanship. Engine 10 H. P., 2 cylinders, air cooled—Chain drive rear—Double brake. Also top motor Buggies and Surreys. Free Catalog No. A159 shows all—write.

BLACK MFG. CO., 124 East Ohio Street, Chicago, Ill.

MOTOR-TRIPS AND MOTOR-CARS

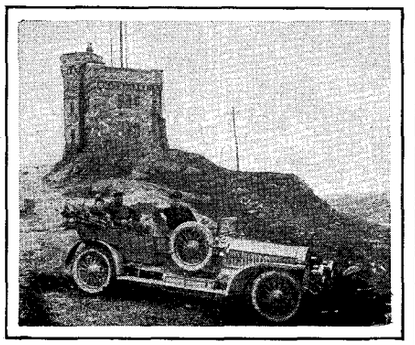
(*Continued from page 260*)

tho they are numerically in the minority, the makers of side-chain cars, by the general excellence of their product, show conclusively that the whole story can not be told in tabular form."

The writer presents some interesting comparisons drawn from the year's two notable exhibitions in New York:

"We see that there are to be 108 chassis-models of American gasoline cars at the Grand Central Palace show, and sixty-two at the Madison Square Garden. There are, of course, a greater number of exhibitors at the former show, the latter being limited to members of the A. L. A. M. It may be noted here that at each show there is to be a single make of steam-car, each with two chassis-models. At Madison Square Garden there will be nine exhibitors of electric pleasure-vehicles, while at the Palace show there will be none.

"At Madison Square Garden there will be but four models of gasoline cars selling for less than $1,000, while at the Grand Central Palace there will be twenty-one. The greatest number of models at the Grand Central Palace show will be in the class selling for from $1,000 to $1,999, altho there will be but six more in this than in that of cars selling for from $3,000 to $3,999. At Madison Square Garden, on the other hand, the greatest number of



A CAR ON TOWER HILL, NEWFOUNDLAND.
From this tower Marconi sent his first wireless message to England.

models will be in the class selling for $4,000 or over, while but nine models will be offered for less than $2,000. A comparison of the number of models offered at the various prices at the two shows is interesting:

	Less than $1,000	$1,000 to $1,999	$2,000 to $2,999	$3,000 to $3,999	$4,000 and over
Madison Sq. Garden	4	5	12	16	25
Grand Cent. Palace	21	30	21	22	14
Total for both	25	35	33	38	39

"Looking analytically, now, at the cars, we see that there are but five models in both shows equipped with motors of less than 10 horse-power. At the Grand Central Palace the greatest number have from 10 to 25 horse-power, while at the Garden there are more with 35 to 50 horse-power than with either more or less. Less than 10 per cent. of the models at both shows have more than 50 horse-power; 35 per cent. have from 25 to 35 horse-power.

"In the number of cylinders, four predominates over six in the ratio of 109 to 31 for both shows. There is but a single example of three-cylinder construction at each show and these are both two-cycle

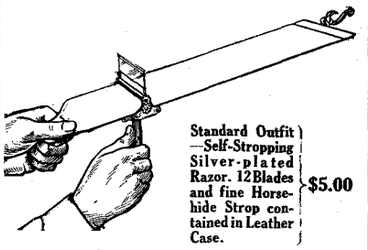
A Wonderful Tonic
HORSFORD'S ACID PHOSPHATE.
Cooling, refreshing and invigorating. Dispels that tired feeling during Spring and Summer.

AutoStrop SAFETY RAZOR

StropsItself

NO TAKING APART TO STROP or CLEAN

BLADES ALWAYS SHARP LAST FOR MONTHS



Standard Outfit—Self-Stropping Silver-plated Razor. 12 Blades and fine Horsehide Strop contained in Leather Case. **$5.00**

At all Dealers or Write for Booklet

AutoStrop SAFETY RAZOR Co.
Manufacturers
345 Fifth Avenue, New York

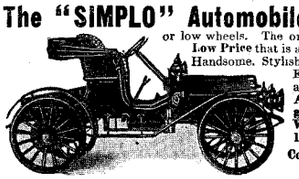
A.B.C. AUTOMOBILE

A fine hill climber. Speeds up to 35 miles an hour. Most simple practical, powerful and durable Automobile of its class. Easy to operate—no complicated parts—no repairs. Solid or pneumatic tires. Air or water cooled. Safest and best. Built for 2, 3 or 4 passengers. 16 to 35 h. p. $600 up. Catalog Free. Write today for particulars.

Catalog Free
A. B. C. Motor Vehicle Mfg. Co., 3911 Morgan St., St. Louis, Mo.

The "SIMPLO" Automobile

Solid or pneumatic tires. High or low wheels. The one Automobile at a **Low Price** that is always ready to run. Handsome, Stylish, Simple, Reliable; Economical to Operate. Safe and Sure. A Hill Climber. **Biggest Automobile Value** in America. 1909 Catalog FREE.



Cook Motor Vehicle Co.
1024 N. Broadway
St. Louis, Mo

"No one who smokes

SURBRUG'S ARCADIA MIXTURE

could ever attempt to describe its delights."

The Tobaccos are all aged. Age improves flavor; adds mildness; prevents biting. In the blending, seven different tobaccos are used. Surbrug's "Arcadia" is in a class by itself—nothing so rich in flavor—so exhilarating in quality. A mild stimulant.

At Your Dealer's.
SEND 10 CENTS for sample which will convince.
THE SURBRUG COMPANY
132 Reade Street — New York.

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motors, so that they may practically be rated as 'sixes.' There will be but two two-cylinder motors at the Garden, but there will be 21 of them at the Palace. At neither show, with one exception, will there be a two-cylinder model selling for more than $1,500. There will also be three models fitted with four-cylinder motors selling for less than $1,000 at the Palace, while the Garden will have none.

"The 'licensed' manufacturers seem to prefer the multiple-disk clutch to the cone, while the 'independents' take to the latter. In the two shows together there will be a greater number of cone clutches than multiple disks or bands in the ratio of 71 to 63 to 22. Only 6 per cent. of the Palace Show cars will have band clutches, while nearly 25 per cent. of the Garden cars will have them. A large percentage of the cone and some of the disk clutches will have cork inserts."

THE ELIMINATION OF THE CHAUFFEUR

The owner of a car who would be his own chauffeur will fare better in future as to control of his car and the care of it. That the elimination of the chauffeur has long been a consummation devoutly to be wished, need not be said, since it is everywhere known that this process would eliminate a large class of repair bills, a percentage of which has too frequently been considered a natural perquisite of that functionary.

Herbert L. Towle, discussing this aspect of cars for the new year, declares that the tendency to-day is "to make the ordinary care of a car as easy as possible, partly by improving durability, partly by making everything accessible to which access may be required in the course of ordinary service, and partly by simplifying the processes

BOTH GAINED

By Change to Postum.

"We have given Postum over a year's trial," writes a Wis. lady, "and our only regret is that we did not try it before. Previously we used coffee twice a day and were very fond of it.

"My husband had been subject to severe attacks of sick headache for years and at such times could not endure the sight or smell of coffee. This led me to suspect that coffee was the cause of his trouble.

"I was also troubled very much with acidity of the stomach and heart palpitation after meals. I had been doctoring for this but had not suspected that coffee was the cause.

"Finally we purchased some Postum and it did for me what the medicines had failed to do. The first day we used Postum I noticed less of my own trouble, the second day was entirely free from it and have never been troubled since.

"My husband has been entirely free from attacks of sick headache since he quit coffee and began to use Postum.

"I have heard people say they did not like the flavour of Postum, yet I have served it to them without detection, because it has the color and snappy coffee taste, similar to mild high-grade Java. This shows they had not made it right. When made according to directions on pkg., it is as delicious as coffee and besides it is wholesome."

Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville," in pkgs. "There's a Reason."

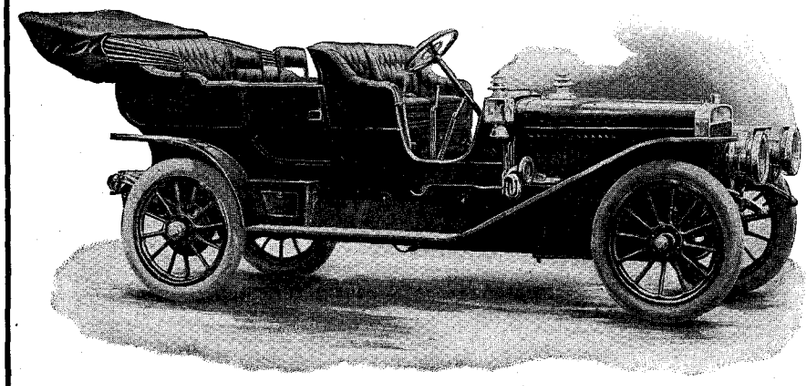
Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

Forced to Make Six-Cylinder Cars

For several years Mr. Winton has known six-cylinder cars to be superior to fours. But originally he did not anticipate marketing a six until about 1910.

His belief was that the public would not be ready for sixes until then; and you know how unwise it is to try to hurry public opinion.

Well, after marketing the four-cylinder Winton Model M in 1907—a car that to this day has no superior among fours—and finding buyers clamoring for a new merit that fours could not satisfy, Mr. Winton had no alternative. He was forced to make and market the



WINTON SIX

two years ahead of his schedule.

Then the four makers smiled knowingly. In their opinion it was a foolish thing to put all one's eggs in the six basket.

That was more than a year ago.

Today nearly every maker who isn't marketing a six is either wishing he were, or is experimenting with one in the hope that he may produce a six to equal the self-starting, sweet-running Winton Six.

Men who own Winton Sixes enjoy a contentment that no other car ever gave them.

That's why the Winton plant is working full force, full time, and is still behind orders.

If you want a new satisfaction in motoring, we suggest that you place your order early.

Our booklet, "Twelve Rules to Help Buyers," tells how to compare cars of all makes, styles and sizes. Another booklet, "The Difference Between Price and Value," tells what you pay for when you buy a car. Both books sent upon request.

The Winton Six carries no starting crank in front. Starts from the seat without cranking.

So flexible that gear-changing is seldom required.

Quieter than nine-tenths of the electrics you pass on the street.

Goes the route like coasting down hill.

Beautiful in its lines, superb in the character of its design and the quality of its material and workmanship.

Precisely the car for the man who seeks the best there is.

Made in two sizes, with various body designs. Five-passenger, 48 h. p. Winton Six touring car $3000. Seven-passenger, 60 h. p. Winton Six touring car $4500.

Write for literature today.

THE WINTON MOTOR CARRIAGE CO.
Member Association Licensed Auto Mfrs.
643 BEREA ROAD CLEVELAND, OHIO

Winton Branch Houses in New York, Boston, Philadelphia, Baltimore, Pittsburg, Detroit, Chicago, Minneapolis, Seattle and San Francisco. See our exhibit at the Coliseum, Chicago, February 6-13.

French-German-Spanish-Italian

To speak it, to understand it, to read it, to write it there is but one best way. You must hear it spoken correctly, over and over, till your ear knows it. You must see it printed correctly until your eye knows it. You must talk it and write it. All this can be done best by the

Language-Phone Method

Combined with the

Rosenthal Common Sense Method of Practical Linguistry

The Latest and Best Work of Dr. Richard S. Rosenthal

With this method you buy a native professor outright. You own him. He speaks as you choose, slowly or quickly: when you choose, night or day; for a few minutes or hours at a time.

Any one can learn a foreign language who hears it spoken often enough and by this method you can hear it as often as you like.

Send for booklet and testimonial letters from leading educators.

The Language-Phone Method, 802 Metropolis Building, 16th St. and Broadway, New York

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A Small Price for Enduring Accuracy

7c a Day is a Mighty Small Item

Yet that small sum more than covers the cost of a Burroughs Adding and Listing Machine.

This statement is based on the years of service so far given by the earliest Burroughs Machines sold.

Many of these "oldest" machines, sold in 1893, are still in active, every-day use. And good for many years more. Please note the letter below.

The only reason every one of those "oldest" machines is not now in daily use, is that some of them have been supplanted by later and more widely adaptable models of the

7¢ A DAY

BURROUGHS

(Nine out of every ten adding and listing machines sold are Burroughs)

Adding and Listing Machine

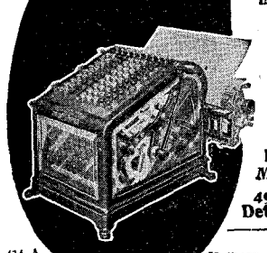
Inasmuch as not a single Burroughs has ever worn out, we do not know how much **longer** than fifteen years a Burroughs will last, nor how much **less** than 7c a day the minimum cost would be.

Over against this small cost, the actual **saving** affected by a Burroughs amounts to at least 30c a day. This in offices so small that it can save only one hour a day of employees' time paid for at the rate of only $15.00 a week. To say nothing of the absolute accuracy of all additions done on a Burroughs, and the promptness with which statements, trial balances, incidental figures, etc., are gotten out by its use.

C. S. Miller, Cashier Drovers & Mechanics National Bank of Baltimore, says: "Gentlemen: In reply to yours of the 14th inst., beg to advise that we have your machine No. 827, purchased Feb. 28, 1893, in active use, and it has given, up to this period, the same perfect satisfaction as the other 3 of your machines which we have procured since."

Let us Prove our claims by sending a Burroughs ON FREE TRIAL

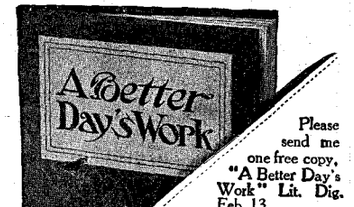
Entirely aside from the big saving effected by a Burroughs, you should know of the many "short-cut" systems in use by the most progressive houses, many of them in your own line of business. These time-saving, accuracy-insuring systems have been published by the Burroughs Business Systems Department, under the title, "A Better Day's Work." The book will be sent free, with our compliments—use this coupon or your letterhead. It is not a catalog, but an unusually interesting and helpful book.



58 different styles, each operated electrically or by hand.

BURROUGHS ADDING MACHINE COMPANY
49 Burroughs Block, Detroit, Michigan, U.S.A.

Foreign Office: 65 High Holborn, London, W.C., England



Please send me one free copy, "A Better Day's Work" Lit. Dig. Feb. 13.

To .....
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Kind of Business .....
Size of office force .....
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414-A

A New $1 Offer—"Keith's"

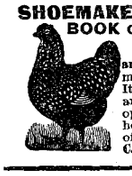
No. 29—$3000.

for six months and a copy of my new book, **100 PLANS** Bungalows, Cottages **$400. to $3,000.** Keith's monthly magazine is the recognized authority on planning and Decorating Homes. $1.50 year. Newsstands 15c copy. Each 60-page issue gives several designs by leading architects.

My other books for home-builders are:
100 designs for Attractive Homes, $2,500 to $6,000 . . . $1.00
100 designs for Cement and English Half Timber . . . 1.00
192-page book—Practical House Decoration 1.00
122 Beautiful Interior Views of Halls, Living Rooms, etc. 1.00
Any one of these books and "Keith's" one year . . 2.00

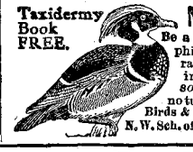
MAX L. KEITH, 384 Lumber Ex. Minneapolis, Minn.

SHOEMAKER'S BOOK on POULTRY



and Almanac for 1909 contains 220 pages, with many fine colored plates of fowls true to life. It tells all about chickens, their care, diseases and remedies. All about **Incubators** and how to operate them. All about poultry houses and how to build them. It's really an encyclopædia of chickendom. You need it. **Price only 15cts.**
C. C. SHOEMAKER, Box 691, FREEPORT, ILL.

Taxidermy Book FREE.



Mount Beautiful Birds

Be a Taxidermist. Mount your own trophies, such as birds and animals. Decorate your home or make money mounting for others. *Taxidermists handsomely paid.* Success guaranteed or no tuition. Book "How to Learn to Mount Birds & Animals" sent FREE. Write today.
N. W. Sch. of Taxidermy Box P78, Omaha, Neb.

TRADE MARK

"Porosknit"

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Underwear

This Label Guarantees

the garment to be the genuine **"Porosknit"**—the coolest summer underwear ever made. Insist on this label for your protection. All styles at your dealers

Men's Shirts and Drawers,	50c. each
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Boys' " "	50c.

50¢ A Garment For Men

Chalmers Knitting Co., Washington St., Amsterdam, N.Y.

of cleaning, adjusting, filling, and oiling." He advises the purchaser strongly on one point:

"The man who expects to care personally for his car should inquire first into its reputation for durability. In view of the large number of low-priced cars suddenly offered the public in the last year or two, this is still the prime consideration for the man who must count his dollars. After that, however, comes the counting of time; such matters as the accessibility of carbureter, brakes, transmission gears, clutch, etc., must be carefully considered, and at the same time the size and durability of the brake-shoes and the provisions for lubrication throughout the car."

Other points are touched upon by the same writer and notably the time-consuming nature of the car of a few years ago:

"Many would-be owners are still debarred from possession because they lack, if not the skill, at least the time needed to keep their cars in order, and because they do not want or can not afford the luxury of a chauffeur. The time is rapidly coming when the question of buying or not buying a car will turn, not merely on its reliability, since that may be taken for granted, but on the proportion between the time spent in care-taking and the time

A MOTOR-WAGON POSTAGE STAMP IN USE IN BOSNIA-HERZEGOVINA.

spent in using a car. If the owner can take care of his own car in all respects, except washing and polishing, at an outlay of not more than an hour or two a week, and if shop-work on the car is limited to repairing accidental damage and the annual overhauling, thousands of men can afford to own cars who to-day are simply unable to do so. This applies, of course, most directly to the car of moderate price and power.

"To make the matter clearer, let us consider a few time-consuming features of the cars of a few years ago. Radiators badly supported and constantly springing leaks, or made up of tubing so bent and corrugated that cleaning was impossible, constituted a big item in those days. Water-pump bearings too small for their work, and causing constant leakage at the stuffing-box from looseness of the shaft, were another. Brakes were so small or so exposed that they wore quickly and demanded constant adjustment, often awkward to accomplish without special tools and plenty of time. Universal joints in the propeller shaft were frequently unprotected, and, therefore virtually unlubricated. They wore out in a few hundred miles and had to be constantly replaced. Ball bearings were of the adjustable cup-and-cone type, made of very ordinary steels and to very ordinary standards of accuracy. They had to be replaced every two or three thousand miles, a process which involved considerable time spent dismounting and reassembling parts. Steering gears were sometimes exposed, frequently imperfectly anchored to the frame and dashboard, and always under-lubricated.

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MANY PRICES FOR CARS

At the recent Madison-Square exhibition were shown cars of exclusive American manufacture. The cheapest car was priced at $350. The dearest car at $7,500. Only three cars were offered at less than $1,000. There were two in the class from $1,000 to $1,499, five in the class from $1,500 to $1,999, and five also in the class from $2,000 to $2,499. Where the exhibition was strong was in cars of the class from $2,500 to $2,999, in the class from $3,000 to $3,999, from $4,000 to $4,999 and also in the group of $5,000 and over.

A writer in the New York *Evening Post*, dealing with the body styles and prices of the cars shown, remarks that it "is to be noted that there has been a great advance in the style, finish, and equipment of the automobile bodies of all kinds." Runabouts and speed cars "are of so many shapes that it would seem as if the last word had been said about them." Besides these there are town cars, limousines, and landaulets, "as superb and as luxurious in their finish and upholstery as the most famous carriage-maker ever dreamed of." From this writer's article the following items are taken:

"The lowest-priced car in the show is the little two-passenger Waltham, which costs $350, fitted with a body finished in natural wood, having carmine running-gear. Next in price comes the single-cylinder Cadillac, a runabout with double rumble seat, at $850. The same chassis, which is of 10 horse-power, single chain-drive, and fitted with a touring-body seating four persons, costs $950. Next comes the E-M-F cars, at $1,250, the price being the same for a three-seated roadster, a four-seated demi-tonneau, and a tourabout; also a five-seated touring-car. One of the features of the show is the new model '30' Cadillac, at $1,400. The seating-capacity of the car is five persons.

NO MEDICINE

But a Change of Food Gave Relief.

Many persons are learning that drugs are not the thing to rebuild worn out nerves, but proper food is required.

There is a certain element in the cereals, wheat, barley, etc., which is grown there by nature to build brain and nerve tissue. This is the phosphate of potash, of which Grape-Nuts food contains a large proportion.

In making this food all the food elements in the two cereals, wheat and barley, are retained. That is why so many heretofore nervous and run down people find in Grape-Nuts a true nerve and brain food.

"I can say that Grape-Nuts food has done much for me as a nerve renewer," writes a Wis. bride:

"A few years ago, before my marriage, I was a bookkeeper in a large firm. I became so nervous toward the end of each week that it seemed I must give up my position, which I could not afford to do.

"Mother purchased some Grape-Nuts and we found it not only delicious but I noticed from day to day that I was improving until I finally realized I was not nervous any more.

"I have recommended it to friends as a brain and nerve food, never having found its equal. I owe much to Grape-Nuts as it saved me from a nervous collapse, and enabled me to retain my position."

Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville," in pkgs. "There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

YOUR point of view of motoring is determined by the car you own: pleasure and comfort are dependent on its year-in-and-year-out reliability. Riding in an

OLDSMOBILE

the machinery is only apparent as an unobtrusive source of power—boundless, yet delightfully responsive. Inevitably the Oldsmobile owner learns to place absolute confidence in his car . . . . and he experiences the real pleasure of motoring.

Four-cylinder cars $2750. Six-cylinder cars $4500.

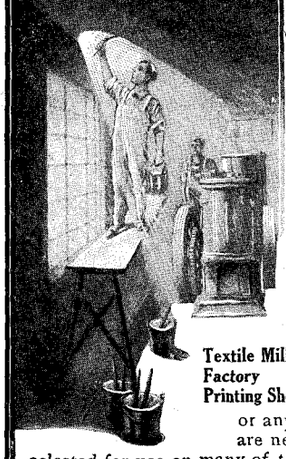
Closed bodies for each chassis. Details sent on request.

OLDS MOTOR WORKS
Lansing, Mich.

OLDSMOBILE CO. OF CANADA, LIMITED 80 KING STREET, EAST, TORONTO, ONT.

A PAINT THAT

FLOODS ROOMS WITH LIGHT



GLOSS-O-LITE

turns walls and ceiling into a great reflector, which utilizes all the light, makes daylight more effective and shortens hours for using gas or electricity. Gloss-O-Lite will reduce your lighting bills, and is in other ways an ideal paint for interiors.

Gloss-O-Lite is PERMANENTLY WHITE except under most unfavorable conditions. It has a porcelain-like finish. It doesn't chip or powder off. It gives least possible lodgment for dust It can be washed without impairing surface, and is absolutely sanitary. Two coats of Gloss-O-Lite do better work than three coats of ordinary paint, cost less and wear longer. If you own or manage a

Textile Mill	Hotel	Power Plant	Creamery
Factory	Office Building	Department Store	Brewery
Printing Shop	Warehouse	Theatre	Laundry

or any building where good lighting and sanitary conditions are needed, let us tell you the reasons why Gloss-O-Lite was selected for use on many of the finest business buildings. *Not sold by dealers.*

U. S. GUTTA PERCHA PAINT CO., 14 Dudley St., Providence, R. I.

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The Howard Watch

"Arrived on HOWARD time." You can't do better than that. Every HOWARD owner knows what *Howard Time* is. Men who carry HOWARDS are almost a class by themselves. They are men whose time is valuable and who expect accuracy in others. They like precision for its own sake. Punctuality is the politeness of kings. It is also a quality of the successful business man. A man finds that a HOWARD helps him to form habits of decision and exactness. Unconsciously he begins to live up to his watch. You must *know* the time before you can *save* it.

A HOWARD Watch is always worth what you pay for it. The price of each watch —from the 17-jewel in a fine gold-filled case (guaranteed for 25 years) at $35.00; to the 23-jewel in a 14-kt. solid gold case at $150.00—is fixed at the factory, and a printed ticket attached.

Not every jeweler can sell you a HOWARD Watch. Find the HOWARD Jeweler in your town and talk to him. He is a good man to know.
Drop us a postal card, Dept. O, and we will send you a HOWARD book of value to the watch buyer.

E. HOWARD WATCH COMPANY
BOSTON, MASS.

5% One Advantage Worth Considering

BECAUSE you cannot always accommodate your needs to a fixed "interest day" you often lose the earnings of your money for longer or shorter periods. From the day we receive the funds to the day you withdrew them you receive full earnings.

We Pay 5% Per Annum

Sixteen years of uniform success, accumulated **Assets of $1,800,000**, and regular supervision by the New York Banking Department, assure safety of principle. We can probably refer you to patrons in your own locality. *Write us for full particulars.*

Industrial Savings and Loan Co.
9 Times Bldg., Broadway, New York

HERE'S THE BEST Smoking Tobacco

It's Spilman Mixture—for 25 years the best blend of the world's finest tobaccos. Made by hand one pound at a time. Absolutely pure, natural flavor.

Spilman Mixture
SMOKING TOBACCO

Special Offer If your dealer will not supply you send his name, this advertisement and 30 cts. (coin or stamps) for a 40c can of Spilman Mixture prepaid. Money back if not satisfied. **1⅓ oz. 40c; 3⅓ oz. 75c; ½ lb. $1.65; 1 lb. $3.30 prepaid.**
E. HOFFMAN COMPANY, Mfrs., 184 Madison Street, Chicago

"There is only one $1,500 car in the show, and that is one of the sensations of the show, the Chalmers-Detroit. It is made in three styles: a five-passenger touring-car, a runabout for two, three, or four passengers, and a roadster for three passengers. It is a four-cylinder, 30-horse-power car.

"For $1,750 there is the two-cycle Elmore, four-passenger roadster, which has a three-cylinder, 24-horse-power motor. Another $1,750 car is the air-cooled Franklin, an 18-horse-power runabout. Another Franklin runabout with rumble seat costs $1,800, and a four-passenger Franklin runabout $1,850.

"There is one car for $2,000, the Selden, a four-passenger roadster. Three cars sell for $2,250 each: the Franklin, Elmore, and Palmer & Singer. There are seventeen cars in the class costing from $2,500 to $2,999. For $2,500 there is the seven-passenger Chalmers-Detroit limousine; Corbin runabout for either two, three, or four people; the Elmore, two-cycle, four-cylinder, 30-horse-power car, and the Franklin landaulet. The Corbin, at $2,650, carries four passengers; the motor develops 32 horse-power, and can be furnished in either air-cooled or water-cooled type, as desired. For $2,700 is the big Franklin runabout, fitted with a single and double rumble, and for $2,750 there is the Chalmers-Detroit '40,' a five-passenger touring-car, a Pope-Hartford, a Stevens-Duryea, and the E. V. Co., costing the same price. A 28-horse-power, four-cylinder Franklin, five-passenger car, is priced at $2,800, while the Haynes and Knox can be had for $2,900, the Haynes being a four-cylinder, 36-horse-power runabout, while the Knox is dubbed a 'sportabout,' having a double rumble seat and top.

"For $3,000 there is the Corbin town car, a Haynes touring-car, a Knox touring-car with cape top, a seven-passenger Pope-Hartford, a Selden limousine, a Thomas six-cylinder 31-horse-power touring-car, and a Winton five-passenger touring-car having a chassis fitted with a six-cylinder 48-horse-power motor. There is a Pierce three-seated runabout for $3,100. A new Packard four-cylinder '18' is shown for the first time in a runabout carrying two passengers, and a rumble seat for $3,200.

"The close-coupled four-passenger Royal with 42-horse-power motor is priced at $3,500. In the same class is a Stevens-Duryea, their well-known light '6,' which has a six-cylinder motor of 35 horse-power; a Locomobile, four-passenger runabout, at $3,500, fitted with a four-cylinder 32-horse-power motor, and has what is a new departure for this concern, shaft drive; the Studebaker, an open car, also sells for $3,500, while the Palmer & Singer, a four-passenger car with a small tonneau, is the last of the class; it is, however, fitted with a six-cylinder motor of 57 horse-power.

"For $3,800 is a five-passenger Stearns landaulet of the shaft-driven type; also a Franklin limousine, six-cylinder, 42-horse-power motor for the same price. The Pierce Company is showing a number of models, ranging in price from $3,050 to $3,950, and they include various models of their six-cylinder, 36-horse-power and their four-cylinder, 24-horse-power chassis fitted with runabout, touring, and landaulet bodies.

"Fourteen makers show twenty-five different models in the class that runs from $4,000 to $4,999, which include the displays by Franklin, Pierce, Stevens-Duryea, and Studebaker for $4,000; the Locomobile, Matheson, Pope-Toledo, Thomas, and Winton for $4,500.

"Last but not least comes the great and most expensive class of cars shown, from $5,000 to $7,200, inclusive. These include a $5,000 Knox, seven-passenger touring-

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car; a Lozier Briarcliff $5,000 car, with four-cylinder, 45-horse-power shaft drive, and having an extra chauffeur's seat on the running-board; a Studebaker seven-passenger limousine for $5,000, and a new Pierce model at $5,000, a big seven-passenger touring-car fitted with a six-cylinder 48-horse-power motor; a single model of the Walter touring-car, seven-passenger model, also costs $5,000. A Knox limousine sells for $6,000, another $6,000 car being the new seven-passenger Lozier touring-car, which has a six-cylinder 50-horse-power motor and shaft drive. Besides these there is the Peerless seven-passenger touring-car for $6,000, fitted with a new six-cylinder 50-horse-power motor. The Pierce is also shown in this same class, their seven-passenger six-cylinder 60-horse-power car costing $6,000.

"The highest powered car in the show is the 72-horse-power Thomas Flyer, while the two highest-priced cars shown are the Pierce and the Peerless at $7,200. The Peerless at this price is furnished in either landaulet or limousine, and carries seven passengers, and has a six-cylinder 50-horse-power motor. The Pierce at $7,200 is a seven-passenger landaulet mounted on a six-cylinder 60-horse-power chassis."

WHAT IS THE SELDEN PATENT?

Inasmuch as the recent exhibition at the Madison Square Garden was restricted to cars manufactured under the Selden patent, whereas the Grand Central Palace exhibition was not affected by that restriction, it is interesting to know what this patent signifies. As defined by the United States Commissioner of Patents in 1896, this patent, which was granted in November, 1895, "may be considered the pioneer invention in the application of the compression gas-engine to road and horseless-carriage use." In this a distinction is made from previous attempts to secure motor-cars by the use of steam, electricity, or other motive power. An authority on this subject is quoted by the New York *Evening Post* as saying:

"The principal claims of the Selden patent are summarized as covering the combination of principal elements constituting the automobile of to-day; comprising driving-wheels and steering-wheels adapted for common road use; a liquid hydrocarbon engine of the compression type, with internal combustion; with intermediate connections with the driving-wheels whereby their speed is reduced as compared with the speed of the engine; with any means of disconnection between engine and driving wheels; compactness involved in the engine applied to the structure, so as to leave the body substantially unencumbered, and suitable for carrying-purposes, and with this combination a suitable receptacle or tank for containing fuel to feed the engine. Hydrocarbon is a compound of carbon and hydrogen, and the number and names of these compounds are infinite. Broadly speaking, it covers about every known fluid, gas, or other compound that can be employed in an engine of the internal-combustion type."

Mr. Selden is himself quoted as having said recently:

"There are five essential requisites for the gasoline automobiles of to-day: (1) Combustion in the cylinder as distinguished from combustion outside the cylinder. (2) Such combustion must be conducted under pressure. (3) There must be liquid fuel as distinguished from coal, coke, wood, or any other fuel. (4) The engine must be so built as to be capable of high speed in

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Reg. U. S. Pat. Office, 1906

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Holeproof Lustre Sox—6 pairs, $3. Finished like silk. Extra light weight. Black, navy blue, light and dark tan, and pearl gray. Sizes, 9½ to 12.

Holeproof Stockings for Women—6 pairs, $2. *Medium weight.* Black, tan, and black with white feet. Sizes, 8 to 11.

Holeproof Lustre Stockings for Women—6 pairs, $3. *Finished like silk.* Extra light weight. Tan and black. Sizes, 8 to 11.

Boy's Holeproof Stockings—6 pairs, $3. Black and tan. Specially reinforced knee, heel and toe. Sizes, 5 to 11.

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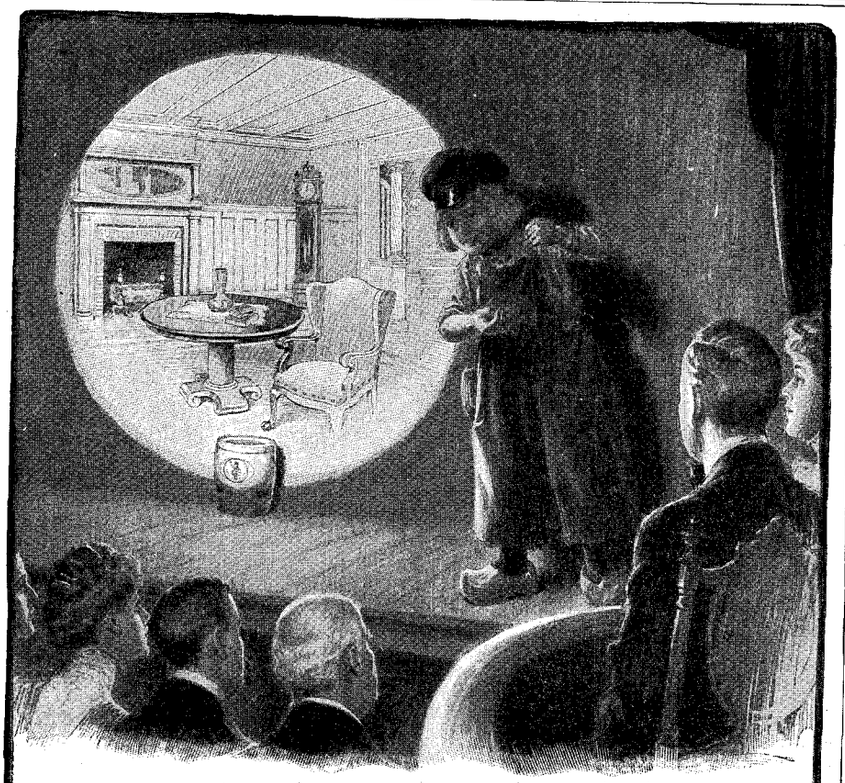

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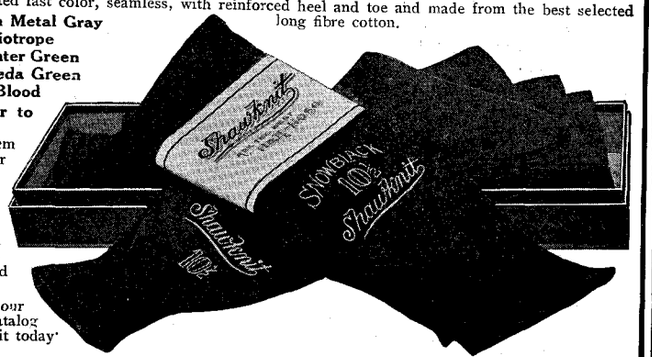

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order to produce the requisite amount of power with small bulk and weight. (5) There must be a clutch between the engine and the road wheels so that the engine can be started independently of the vehicle, and the vehicle itself allowed to rest while the engine is running."

These features are combined in Mr. Selden's patent, granted in 1895, but for which he made application in 1879. It therefore antedates for years the performances of European inventors. The authority already quoted says that "the only feature of the modern automobile which Mr. Selden did not have at that time was the pneumatic tire, but he had devised a solid-rubber tire, which twenty years later became standard. The public were educated to the use of pneumatic tires by the bicycle, and that caused their development for the modern automobile."

THE TESTING OF THE NEW-JERSEY LAW

Before the spring touring season begins it is believed that an opinion will have been handed down by the Supreme Court of New Jersey in regard to the validity of the automobile law that bears the name of Mr. Frelinghuysen. The lower courts have already considered the law as to questions of fact and wording, but the Supreme Court will pass on the constitutional questions involved.

This case was begun last summer by R. M. Johnston, who desired to test the law. He was arrested in Trenton because he displayed no New-Jersey license in his machine. As outlined in the New York *Sun*, it appears that the chief contention now before the court is "that the State has no power to tax a non-resident citizen"; freedom of ingress into and egress from the several States being guaranteed to the citizens of the United States and sustained by many decisions of the United States Supreme Court. A case which is largely relied upon is one that occurred in Nevada, and in which the Supreme Court of the United States held that Nevada had no power to levy a tax on stage-coaches operating between points in that State and points in adjacent States.

Mr. Johnson's attorneys contend that the section in the Frelinghuysen Law which provides that a non-resident automobilist can not obtain the required automobile license without constituting the Secretary of State of New Jersey his attorney for the purpose of serving process alone vitiated the New-Jersey statute. *The Sun* explains the attitude of Mr. Johnston on other points:

"It is not denied that the State may in the exercise of its police powers exact a reasonable license feeto cover the expense of issuing a license and maintaining a department for that purpose, but it has been laid down by the highest court of New Jersey that 'wherever it is manifest that the amount of such tax imposed in the exercise of the police power is substantially in excess of the reasonable expense of issuing a license and of regulating the occupation to which it pertains, the act or ordinance imposing the tax is invalid.' Inasmuch as the license fees collected in the State of New Jersey within the last year exceed by more than $100,000 the amount necessary to maintain the department, it would seem that the Frelinghuysen Law is invalid under the judicial ruling just quoted.

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"It is further contended that the New-Jersey tax constitutes an unconstitutional tax on interstate commerce in violation of the Federal Constitution, which places interstate commerce within the exclusive jurisdiction of the United States Government. In this connection it has been judicially held that commerce among the States includes 'transportation and transit of persons and property.' Another contention is that the New-Jersey license tax is unconstitutional because automobiles are taxed according to their horse-power and not according to their value, which is the basis on which all taxes should be assessed."

One of Mr. Johnston's attorneys, in discussing the present status of the case, said recently that whatever the result of the suit might be, "our litigation has been of great value in calling public attention to the unjust provisions of the present New-Jersey statute, and lawmakers in other States are going slow in enacting laws involving heavy taxation upon automobilists until the important points which we have raised have been passed upon by the courts of last resort."

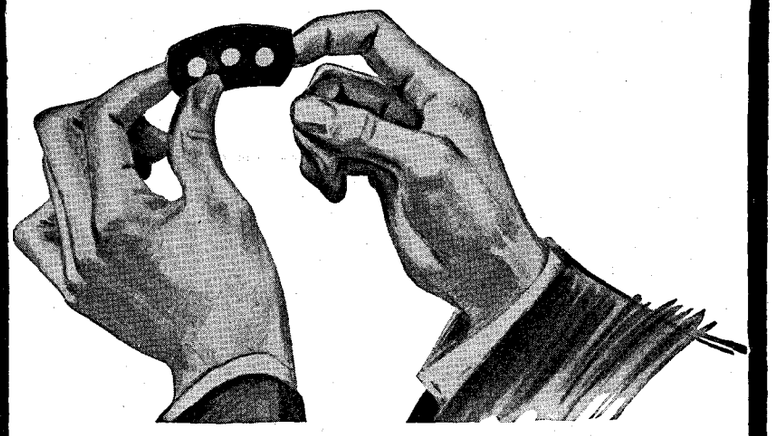
THE ART OF MAKING CARS

Coker F. Clarkson, in an article contributed to the New York *Evening Post*, declares that the modern automobile "represents one of the highest achievements of mechanical engineering," and that nothing except possibly electrical machinery "has contributed so much to the development and refinement of machine-tools, new, quick, and accurate manufacturing methods, and of materials possessing enormous strength and properties undreamed of heretofore." He has an equally emphatic encomium for "the legitimate automobile manufacturer," whom he describes as "an essentially modern man; progressive. or he would not be in the business; alert and full of nervous energy, if he shall succeed and survive." Of the man and his work he says further:

"The physical and mental strain upon the managers of an automobile factory is not at all understood generally. In their relatively new art they must acquire and digest the latest information of the whole world as to material, design, production, distribution, and care of customers. In the face of this, traditions as to office hours, work at night, Sundays, and holidays fade away. No business exists in which competition is sharper, or financing, securing material, and production more difficult.

"For perfection of design appropriate to the load and conditions of employment, for excellence of material and sound, accurate workmanship, American-built automobiles can not be beaten anywhere in the world. For efficiency and aggressiveness, American mechanics are the best. American machine-tools, it is generally acknowledged, lead the world. One of the French pioneer automobile-makers said some years ago that if it had not been for the fact that American houses were in a position to supply certain types of lathes, drilling-machines, milling-machines, gear-cutting appliances, and other intricate pieces of mechanism, when the automobile movement began to expand, a popular vehicle could never have been considered by the makers, and all classes of automobiles would necessarily have remained at extravagant prices.

"The recently developed automobile is,



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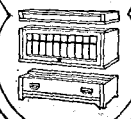

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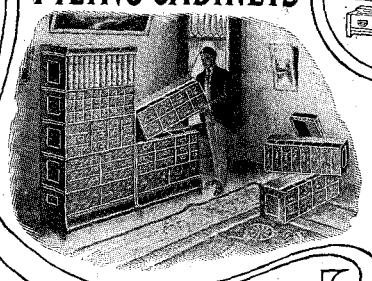

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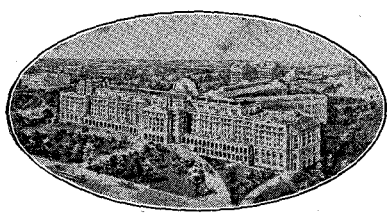

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These vibrators contain complete, perfect **Electric Motors**, and are made to run on their own dry cells or to attach to electric light socket like a lamp. Fully adapted to professional requirements, yet the most economical and satisfactory for home use. Light, compact, noiseless; motionless handle. To prove our strong claims for the Monarch, we send it prepaid

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as a mechanical production, far superior to anything that is a means of locomotion. Compare it with the railway locomotive, upon which the best engineering skill has been lavished for seventy-five years; compare the relative conditions under which the two run, and remember the respective care and adjustment given them."

ROAD TAXES FOR CARS

There is much discussion in England of proposals that have been made to increase the taxes imposed for the use of motor-cars and horse-drawn vehicles. As carriages, and especially motors with certain tires, break the roads, it is contended that "those who use the roads should pay for them." As matters now stand, the carriage and motor licenses in operation are as follows:

	£	s.	d.
Carriages with less than four wheels		15	0
Carriages with four wheels but drawn by one animal	1	1	0
Carriages with four wheels but drawn by two or more animals	2	2	0
Hackney carriages		15	0
Motors or vehicles drawn by motors, an additional duty of—			
For a vehicle exceeding one but not two tons unladen	2	2	0
For a vehicle exceeding two but not five tons	3	3	0

A writer in *The Autocar* adds that by the Motor Act, 1903, the definition of "male servant" was extended so as to include a person employed to drive a motor-car, and that such a servant requires a 15s. license. There is also the license for armorial bearings, which, affixt on a carriage, involve a license for £2 2s., or when worn otherwise 21s. Statistics thus far obtained make it clear "that the revenue from carriages of all kinds, including motors, has been increasing steadily, tho there is a tendency among non-motor vehicles to drop behind." The writer adds:

"In 1907 as many as 478,456 carriages and 133,328 hackney carriages were licensed, and of these some 55,568 were motor-carriages and hackneys, and 35,247 motor-cycles, the latter paying 15s. each only. If we turn to the revenue for 1908 we find £857,220 attributed to 'establishment licenses.' That includes £171,052 for 'male servants' and £72,984 for 'armorial bearings.' It may be concluded that about £650,000 was paid, therefore, on carriages and armorial bearings on carriages, while a further sum should be attributed to male servants' licenses for motor-vehicles. That is a considerable sum when placed in relation to the limited industry which it affects.

"For 1907 motor-carriages contributed £148,965 14s. to the revenue. The various charges varied—in the case of motor-cycles 15s., private carriages £2 2s., £4 4s., and £5 5s., and hackney motor-vehicles at £2 17s., £3 18s., and others at 15s. each. These details of the taxation

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should suffice to remind the reader how the motor and carriage are already taxed."

AN ENGLISHMAN'S MOTOR RECORD

Leycester Barwell, an Englishman, says he has not been in a railway train for four years, but in that time has done a deal of traveling in a better way; he has made a record of 54,275 miles in motor-cars. Mr. Barwell relates his experience in detail in a recent number of *The Autocar*.

He began motoring in May, 1903, with a three-cylinder 10-horse-power car, which he drove 1,275 miles and then "got rid of in ten weeks." On August 1st of the same year he bought a 12-horse-power four-cylinder car with a 75 by 120 mm. engine. He has driven this car 46,298 miles, "and it certainly is going as well now as ever." At present, he says, it is largely used for going from Ascot to London and back on an average three days a week.

For the last two years and eight months he has had detachable rims on the car, so that during this time he has been able to leave his man at home to look after his other car (a 24-horse-power), which he has driven 22,469 miles. Six annual tours to the north of Scotland of about 2,000 miles each have been accomplished, two in one of the cars and four in the other.

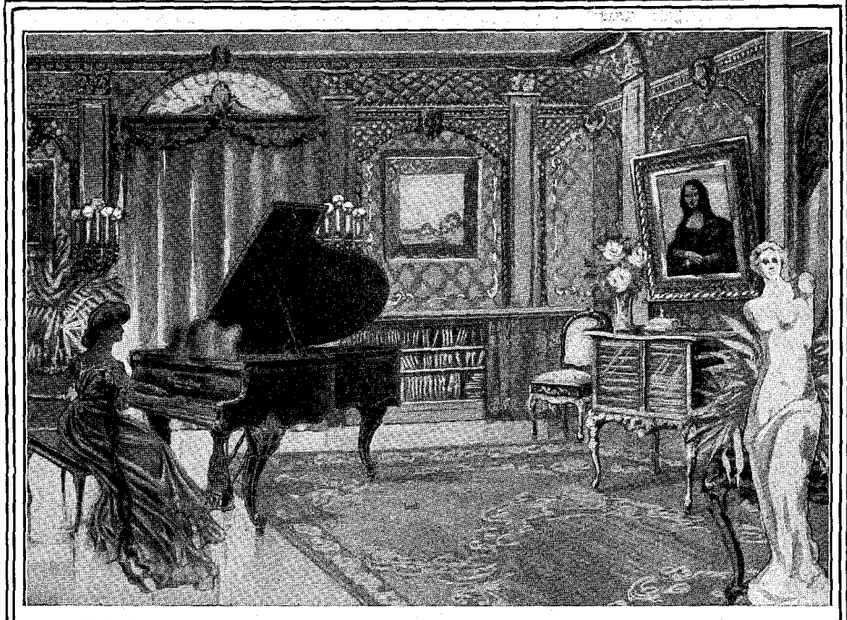
He has driven to London and back just over 600 times, which alone represents a mileage of 32,500. He says further of his experiences:

"I took up motoring in rather a curious way. All my life I had been a 'horsey' man, driving tandem at eleven years of age and four horses at thirteen. I hunted two days a week with the Surrey Staghounds and the Warnham Staghounds for twelve years, did some pony and galloway racing in 1889 and 1900, and rode four winners out of six mounts at Strathpeffer Meeting in August, 1889, and another winner at Inverness a month later. I had many seasons' grouse-shooting, and killed 243 stags to my own rifle on Keldermorie, Ross-shire, from 1891 to 1900. I could still run one hundred yards in eleven seconds at thirty years of age, which, altho nothing wonderful, showed I was fairly active.

"But I broke down in 1901, and suffered from hemorrhage of the lungs, and as a result spent two winters at Davos. It was during the last seven weeks that I was at Davos in the winter of 1903, when I was laid up in bed and had six hemorrhages, that I developed the motor fever, altho I had never been on a car in my life. I sent home for all the motor-car catalogs, and worried my nurse for her opinions on the different makes. I finally chose one that is the most like a horse-carriage and least like a fire-engine. As I continued to have hemorrhages, the doctor at Davos sent me home, and I was such a wreck that I feel sure my nurse never thought I should get home alive. After two months at Bournemouth I came to live at Ascot, and had my car in May, 1903, and I feel it is entirely due to motoring that I am enabled to struggle along as well as I do.

Puzzled.—A dear old country gentleman and his wife paid a visit to the seaside. While the simple pair were walking on the beach one evening they suddenly noticed the revolving light of a light-ship. The old lady gazed at it with open eyes for some minutes, then she turned to her husband with a puzzled look.

"Well," she exclaimed, "if the man in that ship hasn't lit that light this forty times, and it has gone out every time!"—*Argonaut*.



The Masters and the Arts

A literary work is judged by the fame of its author, a painting by that of the artist, a statue by that of the sculptor; so should a *Piano be Judged by the Character and Ability of its Makers.*

When You Buy a Kranich & Bach Piano

you buy a piano which bears the names of men whose life-training, education, ambition and capital *have always been and always will be directed to the one sole single intense purpose of making* **the Best Piano that mind can design and hands construct—**

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¶ With each catalogue we will send free an interesting Composite Portrait and sketches of the World's Greatest Pianists.

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four cases of KIDNEY AND LIVER TROUBLES REQUIRING RATHER STRICT DIET

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"I have prescribed 'Special Food' for kidney troubles in Diabetes for several years. Patients relish it, digestion or assimilation being uninterrupted, and a marked diminution of sugar invariably occurs after a short period of its use." A. J. B., M. D., London, Eng.

FARWELL & RHINES, Watertown, N.Y., U.S.A.

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Can Now Hear Whispers

G. P. WAY Inventor

I was deaf for 25 years. I can now hear a whisper with my artificial EAR DRUMS in my ears. You cannot see them in my ears. **I Cannot Feel Them** for they are perfectly comfortable. Write and I will tell you a true story—How I Got Deaf-and How I Made Myself Hear.

Medicated Ear Drum Pat. July 15, 1908

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That's what people say every day, upon hearing the *Victor*.

And when their amazement is over they further exclaim, "I never knew the *Victor* was like that!" Do *you* know what the *Victor* is like?

You owe it to yourself to hear it. Any *Victor* dealer will gladly play any *Victor* music you want to hear.

Victor Talking Machine Co., Camden, N. J., U. S. A.
Berliner Gramophone Co., Montreal, Canadian Distributors.

Victor

To get best results, use only Victor Needles on Victor Records

A complete list of new Victor Records for February will be found in the February number of Munsey's, Scribner's, McClure's, Century, Everybody's, and March Cosmopolitan.

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Tartarlithine
is especially beneficial in old, chronic cases of Rheumatism where the joints are swollen and stiff, and where there are chalky deposits.

Tartarlithine rarely fails because it supplies the blood with the necessary substances to dissolve and remove the poison of rheumatism—uric acid.

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We accept deposits on two different plans—

First—Subject to withdrawal at any time, without notice—on which we pay 5 per cent. interest.

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In either case the money draws interest from the day it is received by us until the day it is sent back to you.

This Company has been in business fourteen years. It is strong, conservative, trustworthy.

Write for the booklet

CALVERT MORTGAGE & DEPOSIT CO.
1045 Calvert Building, Baltimore, Md.

CURRENT POETRY

Lincoln

By John Vance Cheney

Yon red orb, in fame's azure hung,
Is Alexander's; flushed and young,
The Sword of Macedon
In world-wars long agone.

Beyond it, poised where no clouds are,
Flashes, alone, the cold keen star
Of Cæsar, where it clomb
High over seven-hilled Rome;

Shine next, as naked greatness can,
The rival lights of Charlemagne
And that fair Saxon king
Who knew no wicked thing.

Brave stars, against the darkness bold
Shine for the mighty men of old,
Who, as the strength was given,
Leapt into memory's heaven.

But he that thought never to climb,
Our crownless king, of later time,
Who walked the humble way,
Coming as comes the day;

He that, for kings and princes all,
Would once more read the mystic wall,—
Spell out, there, what was meant
Whereso the Finger went;

He that, over the anvil lowered,
Would beat the plowshare from the sword,
Lest peace from man depart,
Yea, hope out of his heart;—

Earth held to him. The rough-hewn form,
Looming through that unnatural storm,
Hinted the rude, mixt mold
Ere chaos loosed her hold;

A lone, wind-beaten hill-top tree,
His that pathetic majesty;
Forlorn even in his mirth,
His roots deep in the earth.

Earth's is he yet. When from the hill
The warm gold flows, and hollows fill,
The sunlight shines his fame,
The winds blaze Lincoln's name.

Aye, Earth's he is; not hers alone.
Blood of our blood, bone of our bone,
Love folded him to rest
Upon a people's breast.

—*The Atlantic Monthly* (February).

The Foreleper

By Rudyard Kipling

This poem has hitherto been looked upon as "lost," only the first six lines remaining within the general memory of men, including the author. The entire poem, fourteen lines in all, was recently discovered in the columns of a Pacific-coast publication:

The gull shall whistle in his wake, the blind wave break in fire,
He shall fulfil God's utmost will unknowing His desire;
And he shall see old planets pass and alien stars arise,
And give the gale his reckless sail in shadow of new skies.
Strong lust of gear shall drive him out and hunger arm his hand
To wring his food from a desert nude, his foothold from the sand.
His neighbors' smoke shall vex his eyes, their voices break his rest,
He shall go forth till South is North, sullen and dispossest;
And he shall desire loneliness, and his desire shall bring
Hard on his heels a thousand wheels, a people, and a king;
And he shall come back in his own track, and by his scarce, cool camp;

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There he shall meet the roaring street, the derrick,
and the stamp;
For he must blaze a nation's ways with hatchet and
with brand
Till on his last won wilderness an Empire's bulwarks
stand.

—*The Bookman* (February).

At Poe's House, Fordham

BY EPIPHANIUS WILSON

Here, by thy cottage home, which thou didst share
With the fell furies and the host of care,
I reverently hail thee from afar!
Thou wast the solitary morning star
Of letters to our land, and vain the ban
Of Poetaster and of Puritan
That closed on thee their little House of Fame.
The world is thy Fame's Temple, and the flame
Of thy bright intellect has cast a ray
That lightens both horizons of the day;
And, if thou dost not scorn a humble shrine,
Thou hast it in a myriad hearts like mine.

—*The Bang* (New York).

PERSONAL GLIMPSES

LINCOLN AS COLONEL WATTERSON SAW HIM

HENRY WATTERSON, the veteran editor of the Louisville *Courier-Journal*, was one of the young reporters hired by the Associated Press to cover President Lincoln's first inauguration. His account of his successful efforts to obtain a copy of the inaugural address leads one to suspect that the "get-results-at-any-cost" spirit of the present-day newspaper man is not altogether a new phase in the newspaper business. Colonel Watterson tells the story thus in the March *Cosmopolitan:*

The newly elected President had arrived in Washington ten days before—to be exact, the morning of the 23d of February. It was a Saturday. That same afternoon he came to the Capitol escorted by Mr. Seward, and being on the floor of the House at the time—the rules were not so strict then as now, and having the freedom of the reporters' gallery, and being personally acquainted with most of the representatives, I often went or was called there—I saw him for the first time and was, indeed, presented to him.

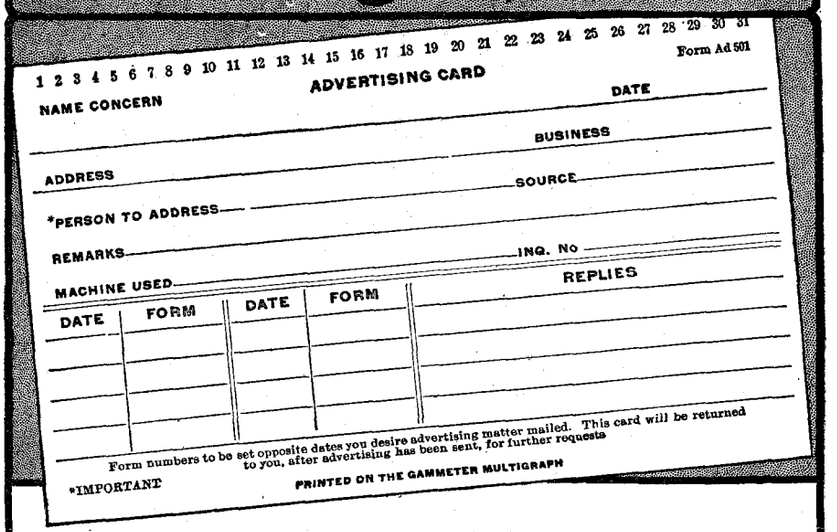
"You are not a member?" said he kindly, observing my extreme youth.

"No, sir," I answered, "I only hope to be."

He said, "I hope you will not be disappointed," and passed on.

Early in the morning of the 4th of March I found thrust into the keyhole of my bedroom door a slip of paper which read, "For inaugural address see Col. Ward H. Lamon." Who was "Col. Ward H. Lamon"? I had never heard of him. The city was crowded with strangers. To find one of them was to look for a needle in a haystack. I went straight to Willard's Hotel. As I passed through the big corridor on the second floor I saw, through a half-opened door, Mr. Lincoln himself, pacing to and fro, apparently reading a manuscript. I went straight in. He was alone, and as he turned and saw me he extended his hand, called my name, and said, "What can I do for you?" I told him my errand and dilemma, showing him the brief memorandum. "Why," said he, "you have came to the right shop; Lamon is in the next room. I will introduce you to him, and he will fix you all right." No sooner said than done, and, supplied with the press copy of the inaugural address, I gratefully and gleefully took my leave.

A Multigraph Job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5000 die-cut cards like the above were printed on the Multigraph at a cost of $5.25. Job printer's estimate for same quantity was $10.55. Fifty per cent. saving on printing bills is a conservative estimate of the average economy of doing your own office printing on the Multigraph.

For forms like this, electrotypes are used, and, beyond the first cost of the electrotype, Multigraph printing is produced at the bare cost of the paper and an office boy's time. Second and subsequent editions of a form require only the placing of the electrotype on the Multigraph and running off the desired quantity, which can be done at a moment's notice. No necessity for contracting for large quantities in order to get a low price per thousand, and then throwing away a good share of them when a change is made in the form. Look up your last year's printing bills covering office, factory and sales forms within 8½ x 17 inches in size, and see what a saving of 50 per cent. would mean.

The Multigraph is also a Multiple Typewriter

The Gammeter Multigraph typewrites form letters that are identical with the work of a regular high grade typewriter. It turns out 3000 to 6000 typewritten letters per hour, and each copy is a perfect ribbon-printed original.

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Send us samples of a few of the printed forms that you are now using, and tell us the quantity of each that you use annually. We will give you free of charge or obligation, accurate estimates on the cost of producing these same forms, in your own office, on the Multigraph. Then you can compare our figures with the prices you are paying for outside printing, and see for yourself how much the Multigraph can save you.

With our estimates we will send a Multigraphed letter addressed to you personally, and a descriptive catalog

THE AMERICAN MULTIGRAPH SALES COMPANY, 1809 Case Avenue, Cleveland, Ohio

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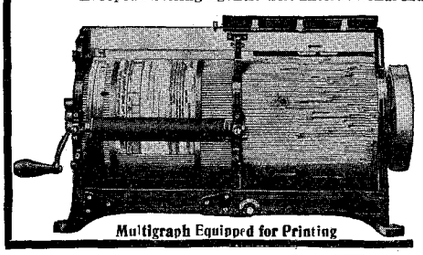

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Please give me estimates for printing the attached forms on the Multigraph, and also send me Multigraph typewritten letter and Multigraph Catalog.

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The Felix P. Daus Duplicator Co., Daus Bldg. 111 John St., New York

A NEW WRINKLE: NO MORE WRINKLES!

Taking your clothes continually to the tailors for "pressing" is needless expense and everlasting bother. AVOID IT

THE KEEPSHAPE ADJUSTABLE GARMENT HANGER

cuts pressing bills in half. Garments hung in your wardrobe will have their contour preserved. No more convex or bulging shoulders. No more sagging and stretching collars. No more wrinkles in back of neck. The rigid, old-time hanger runs up pressing bills every moment you use them. The KEEPSHAPE is a full shoulder form, ADJUSTABLE to square or sloping shoulders. *Satisfaction guaranteed or money refunded.* Hangs full suit for either man or woman. Price: $1.00; 6—$5.50; 12—$10.00, delivered. Booklet free.

Ask your dealer, or write us direct.

AGENTS WANTED. **KEEPSHAPE CO., Dept. A, 132 Nassau St., N. Y.**

FLEISCHMANN'S COMPRESSED YEAST HAS NO EQUAL

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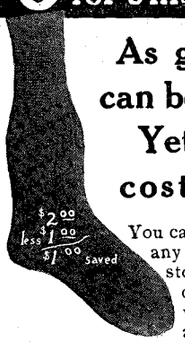
6 pairs $1
Guaranteed for 6 months



As good as can be made— Yet they cost least

You can't buy 6 pairs of any other guaranteed stockings for $1. You can't get longer-wearing stockings at any price. Why, they"ll last almost as long as your shoes.

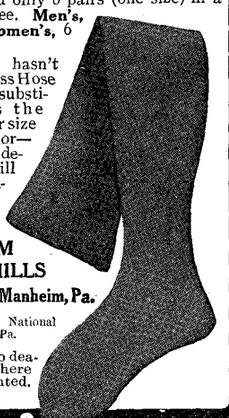
But if any pair of your Manheim Mendless Hose **should** wear through in six months, **we'll give you a new pair free.**

Manheim Mendless Hose for men and women

Perfect-fitting, soft and comfortable. Knit from extra-quality yarn, with double re-inforced heels and toes.

Men's socks. Sizes 9½ to 11½, in black, light and dark tan, navy blue and gray. **Women's stockings**—light and medium weights. Sizes 8 to 10½, in black, and light and dark tan. All fast colors. Sold only 6 pairs (one size) in a box, with guarantee. **Men's,** 6 pairs **$1. Women's,** 6 pairs **$1.50.**

If your dealer hasn't Manheim Mendless Hose don't accept a substitute. Send us the price, state size (or size of shoe) and color—assorted colors if desired—and we will send the stockings to you prepaid.



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6 pairs $1.50
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Money deposited on the Certificate plan with this old established institution is absolutely safe, because a first mortgage on improved real estate accompanies the Certificates, together with the fire insurance policy and properly executed bond. They yield interest at the rate of six per cent. per annum—tax-free and without deductions—payable monthly, quartely or semi-annually.

6% is 50% better than 4%
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Please write for our booklet "F" which explains fully how you can deposit your money safely at six per cent.

SALT LAKE SECURITY AND TRUST CO.
F. E. McGURRIN, PRESIDENT. SALT LAKE CITY — UTAH —

Colonel Watterson goes on to describe the inauguration ceremonies and incidentally gives his readers an interesting glimpse of Stephen Douglas and his part in Mr. Lincoln's inauguration. We read:

Two hours later I found myself in the Senate Chamber, witnessing the oath of office administered to Vice-President-elect Hannibal Hamlin, and listening to his brief speech. Then I followed the cortège through the long passageway and across the rotunda to the east portico, where a special wooden platform had been erected, keeping close to Mr. Lincoln. He was tall and ungainly, wearing a black suit, a black tie beneath a turn-down collar, and a black silk hat. He carried a gold- or silver-headed walking-cane. As we came out into the open and upon the temporary stand, where there was a table upon which were a Bible, a pitcher, and a glass of water, he drew from his breast pocket the manuscript I had seen him reading at the hotel, laid it before him, placing the cane upon it as a paper-weight, removed from their leathern case his steel-rimmed spectacles, and raised his hand—he was exceedingly deliberate and composed—to remove his hat. As he did so I lifted my hand to receive it, but Judge Douglas, who stood at my side, reached over my arm, took the hat, and held it during the delivery of the inaugural address, which followed.

MR. ROCKEFELLER'S TURKEY BUSINESS

JOHN D ROCKEFELLER'S first business partner was his mother. According to his "Reminiscences," now running serially in *The World's Work*, the great oil king's first commercial venture was with a flock of turkeys. His mother furnished the feed and he took care of the birds and sold them. "My receipts were all profit," Mr. Rockefeller contentedly remarks. His first experience away from the home farm had to do with a business and commercial college in Cleveland. Here he gained some knowledge of bookkeeping, and then started out to get a "job." As he tells it:

I tramped the streets for days and weeks, asking merchants and storekeepers if they didn't want a boy; but the offer of my services met with little appreciation. No one wanted a boy, and very few showed any overwhelming anxiety to talk with me on the subject. At last one man on the Cleveland docks told me that I might come back after the noonday meal. I was elated; it now seemed that I might get a start.

I was in a fever of anxiety lest I should lose this one opportunity that I had unearthed. When finally, at what seemed to me the proper time, I presented myself to my would-be employer:

"We will give you a chance," he said, but not a word passed between us about pay. This was September 26, 1855. I joyfully went to work. The name of the firm was Hewitt & Tuttle.

In beginning the work I had some advantages. My father's training, as I have said, was practical, the course at the commercial college had taught me the rudiments of business, and I thus had a groundwork to build upon. I was fortunate, also, in working under the supervision of the bookkeeper, who was a fine disciplinarian, and well disposed toward me.

When January, 1856, arrived, Mr. Tuttle presented me with $50 for my three months' work, which was no doubt all that I was worth, and it was entirely satisfactory.

For the next year, with $25 a month, I kept my position, learning the details and clerical work connected with such a business.

Mr. Rockefeller's first business partnership is thus described:

In those days, in Cleveland, every one knew almost every one else in town. Among the merchants was a young Englishman named M. B. Clark, perhaps ten years older than I, who wanted to establish a business and was in search of a partner. He had $2,000 to contribute to the firm, and wanted a partner who could furnish an equal amount. This seemed a good opportunity for me. I had saved up $700 or $800, but where to get the rest was a problem.

I talked the matter over with my father, who told

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Karpen Modern Arm Chair

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Write today to our nearest address for our free book showing over 500 photographs of the famous Karpen Guaranteed Upholstered Furniture. With the book we will send you the name of a dealer in your vicinity whom we authorize to make you a special introductory price on any Karpen furniture, from a single piece to the most elaborate suite.

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This big book is the greatest protection against furniture fraud ever placed in the user's hands. It exposes deception. It tells you what is *under* the covering of unguaranteed furniture—shows you how to tell split leather from the tough natural grained *outside* of the hide, used in the Karpen furniture. It saves you money by enabling you to pick out pieces with the heirloom quality. Be sure to

Send for the Karpen FREE Style Book L F.

Such an exhibit of furniture, and interiors, from the designs of famous decorators was never placed before you. The Karpen line includes not only original designs but the most successful reproductions of all the great furniture periods—Louis XIV., Louis XV., Louis XVI., Colonial, Chippendale, Sheraton, Hepplewhite, Flemish, Mission, Art Noveau, etc.

Remember—Karpen furniture is the only guaranteed and trademarked upholstered furniture in the world. And it costs no more than the commonplace kind.

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Karpen Guaranteed Upholstered Furniture CHICAGO-NEW YORK

The United States Government has selected Karpen Furniture for the new Senate Office Building at Washington in competition with manufacturers everywhere.

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TOOTH & TOILET PREPARATIONS
fifteen in the family, all good
Sanitol Tooth Paste
cleans, polishes, and whitens

TOLSTOY'S PLAYS. Containing LEO TOLSTOY'S great plays, "The Power of Darkness," "The Fruit Distiller" and "The Fruits of Culture." (The second volume of Tolstoy's Complete Works. Library Edition.) 8vo, cloth, half-tone frontispiece, 262 pages. $1.50. Funk & Wagnalls Company, Pubs., New York.

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TIME SAVER, WORRY SAVER
Keeps tab on all your important papers 100 in Each Box

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Better, neater, more handy than pins or files
Sample Box 15c

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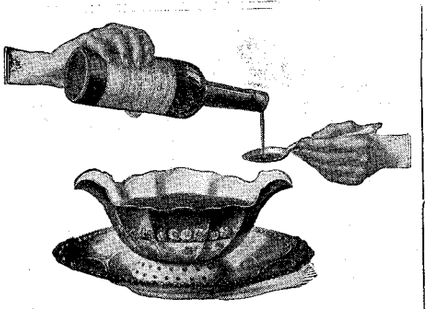

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Soups, Fish, Steaks, Roast Meats, Chops, Game, Gravies, Chafing Dish Cooking, Welsh Rarebit and Salad Dressings are greatly improved by its use.

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The leading chefs and cooks throughout the world know the value of Lea & Perrins Sauce as the "final touch" to many a dish.

Unequalled as a Digestive.

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Don't Throw it Away

Does Your Granite Dish or Hot Water Bag Leak?

USE **MENDETS** A PATENT PATCH

They mend all leaks in all utensils—tin brass, copper, graniteware, hot water bags etc. No solder, cement or rivet. Any one can use them; fit any surface; two million in use. Send for sample pkg. 10c. Complete pkg. assorted sizes, 25c postpaid. Agents wanted.
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Vapo-Cresolene

For Whooping Cough, Croup, Bronchitis, Coughs, Grip, Hay Fever, Diphtheria, Scarlet Fever.

Confidence can be placed in a remedy which for a quarter century has earned unqualified praise. Restful nights are assured at once.

Cresolene is a boon to Asthmatics. All Druggists.

Send for descriptive booklet

Cresolene Antiseptic Throat Tablets for the irritated throat, at your druggist or from us. 10c. in stamps.

THE VAPO-CRESOLENE CO., 180 Fulton St., New York

me that he had always intended to give $1,000 to each of his children when they reached twenty-one. He said that if I wished to receive my share at once, instead of waiting, he would advance it to me and I could pay interest upon the sum until I was twenty-one.

"But, John," he added, "the rate is ten."

At that time, 10 per cent. a year interest was a very common rate for such loans. At the banks the rate might not have been quite so high; but of course the financial institutions could not supply all the demands, so there was much private borrowing at high figures. As I needed this money for the partnership, I gladly accepted my father's offer, and so began business as the junior partner of the new firm, which was called Clark & Rockefeller.

It was a great thing to be my own employer. Mentally I swelled with pride—a partner in a firm with $4,000 capital! Mr. Clark attended to the buying and selling, and I took charge of the finance and the books. We at once began to do a large business, dealing in carload lots and cargoes of produce.

Naturally more money was soon needed to provide for the increasing trade. There was nothing to do but for Mr. Rockefeller to attempt to borrow from a bank. He says:

I went to a bank president whom I knew, and who knew me. I remember perfectly how anxious I was to get that loan and to establish myself favorably with the banker. This gentleman was T. P. Handy, a sweet and gentle old man, well known as a high-grade, beautiful character. For fifty years he was interested in young men. He knew me as a boy in the Cleveland schools. I gave him all the particulars of our business, telling him frankly about our affairs—what we wanted to use the money for, etc., etc. I waited for the verdict with almost trembling eagerness.

"How much do you want?" he said.

"Two thousand dollars."

"All right, Mr. Rockefeller, you can have it," he replied. "Just give me your own warehouse receipts; they're good enough for me."

As I left that bank, my elation can hardly be imagined. I held up my head—think of it, a bank had trusted me for $2,000! I felt that I was now a man of importance in the community.

SHEAR WIT

Varsity Wit.—HOTEL CLERK—"I found that 'Not to be used except in case of fire' placard those college boys stole out of the corridor."

MANAGER—"Where?"

CLERK—"They'd nailed it up over the coal-bin."—*Boston Transcript.*

On the Trail.—"I'm gunning for railroads," announced the trust-buster.

"Then come with me," whispered the near-humorist. "I can show you some of the tracks."—*Southwestern's Book.*

Marvelous.—Mrs. Blunder had just received a telegram from India.

"What an admirable invention the telegram is!" she exclaimed, "when you come to consider that this message has come a distance of thousands of miles, and the gum on the envelope isn't dry yet."—*Sacred Heart Review.*

A "Floorist."—"How did you contrive to cultivate such a beautiful black eye?" asked Brown.

"Oh!" replied Fogg, who had been practising upon roller-skates, "I raised it from a slip."—*United Presbyterian.*

Strange!—CITY BOARDER (to farmer)—"This milk seems pretty poor."

FARMER—"The pastur' here ain't what it ought to be."

CITY BOARDER—"And yet I saw lots of milkweed in the fields this morning."—*United Presbyterian.*

The Ideal—"Is your daughter learning to play the piano by note?"

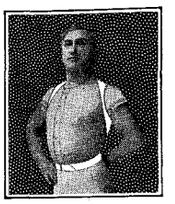
"Certainly not," answered Mr. Cumrox, severely. "We always pay cash."—*Universalist Leader.*

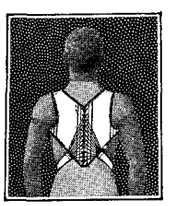
"If You Don't Breathe Properly You Cannot Think Right"

—Prof. Charles Munter

Nulife Compels Deep Breathing

Fill your lungs with a volume of fresh air, and you will instantly feel every internal organ become active and alive. Deep breathing is Nature's own method to vibrate life throughout the system. Every full breath of fresh air entering the lungs invigorates the heart's action and stimulates the blood circulation in every part of the body.





Nulife holds the spine and head erect, giving the brain regular blood circulation and filling the brain cells with pure blood at every heart beat.

Fresh air, proper blood circulation and regular heart action increase the power of the brain and make clear thinking. You cannot think right unless you breathe right.

Prof. Charles Munter's

Nulife

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Trade **PATENTED** Mark

For Man, Woman and Child

Nulife is a thin, washable garment, weighing but a few ounces. **It makes you breathe to the full depth of your lungs all the time. It is not a shoulder brace, but a scientific supporter of the body.** It straightens round shoulders, expands the chest from two to six inches, and gives its wearers an erect, commanding carriage.

"No Lacing Required"

Mail The Coupon For My

FREE BOOK

Sign and mail the coupon to me and I will send you free the Nulife booklet which tells all about Nulife, what it has done for others and will do for you. This booklet is illustrated with photographs and anatomical drawings that clearly demonstrate the efficiency of this wonderful garment. You ought to know these facts whether you ever expect to wear Nulife or not.

"Guarantees a Beautiful Figure"

Here is My Guarantee to every Nulife Purchaser

Order a Nulife now and begin to enjoy it and get its benefits at once. I guarantee to fit you perfectly and to return the full purchase price if you do not find that Nulife straightens round shoulders, expands your chest 2 to 6 inches, increases your height, and compels free, regular, deep breathing to the full depth of your lungs.

The price of Nulife is $3.00, for which amount it will be sent postpaid to any address, subject to return of your money as above.

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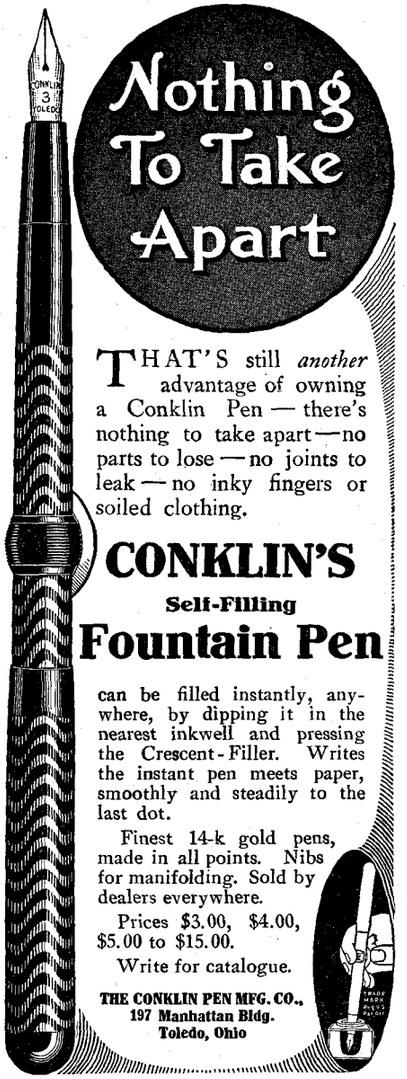

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Fountain Pen

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The Ninety and Nine.—A certain minister was deeply imprest by an address on the evils of smoking given at a recent synod. He rose from his seat, went over to a fellow minister, and said:

"Brother, this morning I received a present of 100 good cigars. I have smoked one of them, but now I'm going home and burn the remainder in the fire."

The other minister arose, and said it was his intention to accompany his reverend brother.

"I mean to rescue the ninety and nine," he added. —*Philadelphia Ledger.*

A Gold-Mine.—"This is a foine country, Bridget!" exclaimed Norah, who had but recently arrived in the United States. "Sure it's generous everybody is. I asked at the post-office about sindin' money to me mither, and the young man tells me I can get a money-order for $10 for 10 cents. Think of that now!"—*Youth's Companion.*

A Good Reckoner.—MASTER—"John!"

SERVANT—"Yes, sir."

MASTER—"Be sure you tell me when it is four o'clock."

SERVANT—"Yes, sir."

MASTER—"Don't forget it. I promised to meet my wife at 2:30, and she'll be provoked if I'm not there when she arrives."—*Answers.*

The Reason.—MRS. CRIMSONBEAK—"See how nicely that team of horses go along. Why can't man and wife trot along pleasantly together like that?"

MR. CRIMSONBEAK—"Well, you see, there is only one tongue between those two horses."—*Christian Advocate.*

Extremely So.—"But why did you eat the cake she baked?"

"I wanted to make myself solid."

"Did you succeed?"

"I should say so. I felt like a ton of lead."—*Cleveland Leader.*

Taxicab Vagary.—"You are charging me for two miles."

"Yes, sir."

"But the distance is only a mile and a half."

"Usually, sir, but we skidded."—*Cleveland Plain Dealer.*

Guess We All Do.—"I don't know that Napoleon was so much."

"How now?"

"I believe I use as much strategy to get a night out as he expended in the Austerlitz campaign."—*Kansas City Journal.*

Encouragement.—"Doncher know," began Sapleigh, "that I'm—er—sometimes inclined to think—"

"You really ought to try it," interrupted Miss Cayenne. "It's not such a difficult thing after one gets used to it."—*Chicago News.*

The Danger.—"A little nonsense now an' then," said Uncle Eben, "is all right. But dar's allus a heap o' danger dat it's g'ineter git to be a habit."—*Washington Star.*

A Case of Friendship.—"You have no ground for seeking a divorce from your wife."

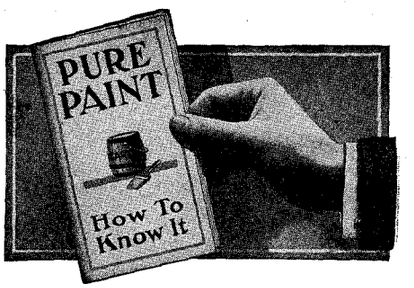
"Well, but you see, I have a great friend who is a lawyer, and I was really so anxious to give him something to do."—*Fliegende Blaetter.*

Literal.—GUEST—"Hey, waiter, how long will my steak be?"

WAITER—"The average length is about four inches, sir."—*Cleveland Leader.*

A Perfect Brute.—"John, your smoke will spoil the curtains."

"That's better than having the curtains spoil my smoke."—*Philadelphia Ledger.*



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You Never Can Tell.—You can't always tell, says an exchange, what will happen. For instance, there is a story of a man who determined to commit suicide. He went to the store and bought a rope, a can of coal oil, a box of matches, a dose of arsenic, and a revolver. He went down to the river and pushed the boat from the shore and waded to where a limb hung over; saturated his clothing with the coal oil, lighted a match and set fire to his clothing, took the dose of arsenic, put the muzzle of the revolver to his temple, pushed the boat from under him, and pulled the trigger. But the bullet glanced and cut the rope above him and he fell kerflop into the river; the water put the fire out and he got strangled and coughed up the arsenic. He rose and waded out, and declared himself a candidate for the Legislature on the Reform ticket.—*The Wayne Register.*

A Cordial Invitation.—Mrs. Simmons, who had been spending the day with Mrs. Mayes, was preparing to go home. Susie, who had been very troublesome all day, begged her earnestly to stay to supper.

"Why, dearie," said Mrs. Simmons, "I did not know you were so fond of me."

"It ithn't that, Mitheth Thimmonth," said Susie, honestly. "Mother thath the'th going to give me a good, thound thwitchin' ath thoon ath you go home."—*Delineator.*

At the Market.—Mrs. C.—"Good-morning, Bridget. I hope your master and mistress have not forgotten that they're coming to dine with me to-night."

Cook—"Indade and they've not—they've ordered a good hearty meal at home at six o'clock."—*Harper's Bazar.*

Up to Date.—Rag Doll—"Why, what on earth are you doing lying in the corner of the sofa there as tho you were asleep?"

Teddy Bear—"Sh! Since Mr. Taft went South with the Bumble Puppy I have been playing possum."—*Baltimore American.*

Over Their Heads.—Musician—"At your afternoon concert would you like me to play some of Wagner's works?"

Parvenu—"Yes—but on the hurdy-gurdy, or my guests will not understand it."—*Fliegende Blaetter.*

A Sham.—"He puts his watch under his pillow every night."

"I notice he likes to sleep overtime."—*Christian Advocate.*

CURRENT EVENTS

Foreign.

January 29.—Mr. Taft arrives at Culebra and is cordially greeted by the Panama officials.

January 31.—The American battleships *Connecticut, Vermont, Kansas, Minnesota, Georgia,* and *Nebraska* reach Gibraltar.

February 1.—The British steamer *Clan Ranald* is wrecked near Edithburg, Australia; the captain and 46 of the crew are drowned.

February 3.—Mr. Taft completes his trip of inspection along the line of the Panama Canal and expresses his gratification with the result of the work of the engineers.

Domestic.

Washington.

January 31.—Invitations are issued to more than a score of labor leaders to take part in a council of labor, to be held in Washington, February 10.

February 1.—A bill making February 12 a special holiday is passed by the Senate.

A bill to prohibit the importation of opium for smoking is passed by the House.

The United States Supreme Court, divided 5 to 4, rules in the case of the Continental Wall Paper Company that a trust operating in violation of the Sherman Law can not use the Federal courts for the purpose of collecting debts.

February 3.—Secretary Cortelyou announces at Washington that he has issued a call for about $30,000,000 of federal funds from national bank temporary repositories.

General.

February 4.—The California Assembly passes the bill barring Japanese children from American schools: Governor Gillett receives a strong letter of protest from President Roosevelt.

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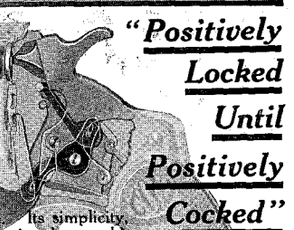
absolutely prevents accidental discharge because a solid bar of steel stands between the hammer and the cartridge, except when the trigger is pulled way back to fire a shot. At all other times it positively prevents the firing pin from coming in contact with the cartridge. (See illustration.) Test it in any way; the Colt Positive Lock absolutely prevents premature discharge. This was *one* of the points recognized by the United States Ordnance Board which recommended Colt Revolvers as superior to all others; but it is only one feature of Colt excellence. Its simplicity, accuracy and durability make it superior to any other revolver in the world.



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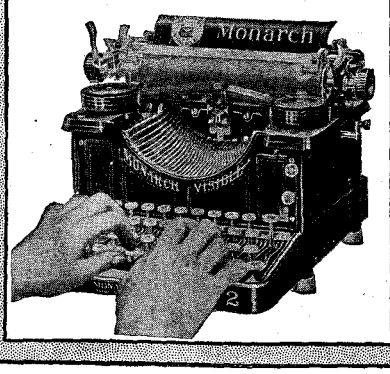

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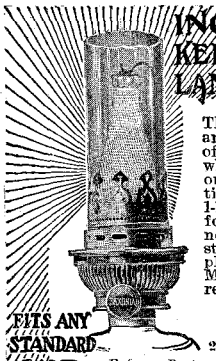

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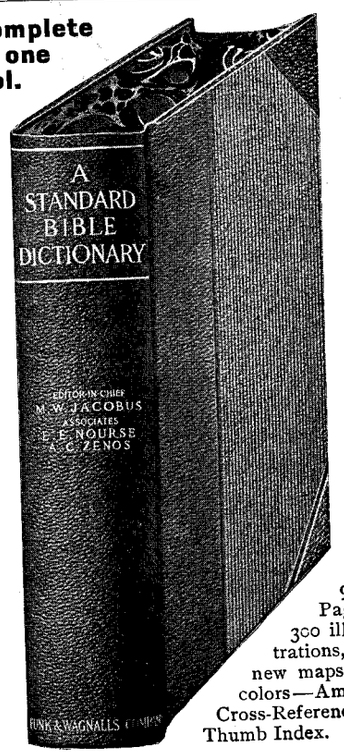

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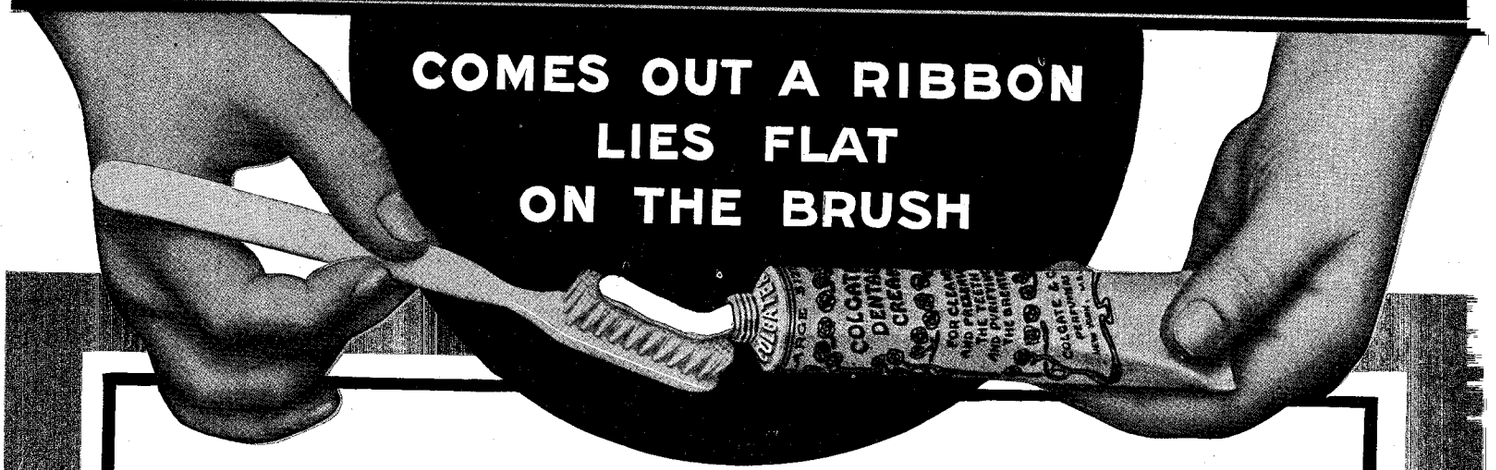

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